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TO-DAY'S WEATHER FORECAST:—N.E. Winds, Moderate, Cloudy, Occasional Light Rain, Clearing, Supreme Court

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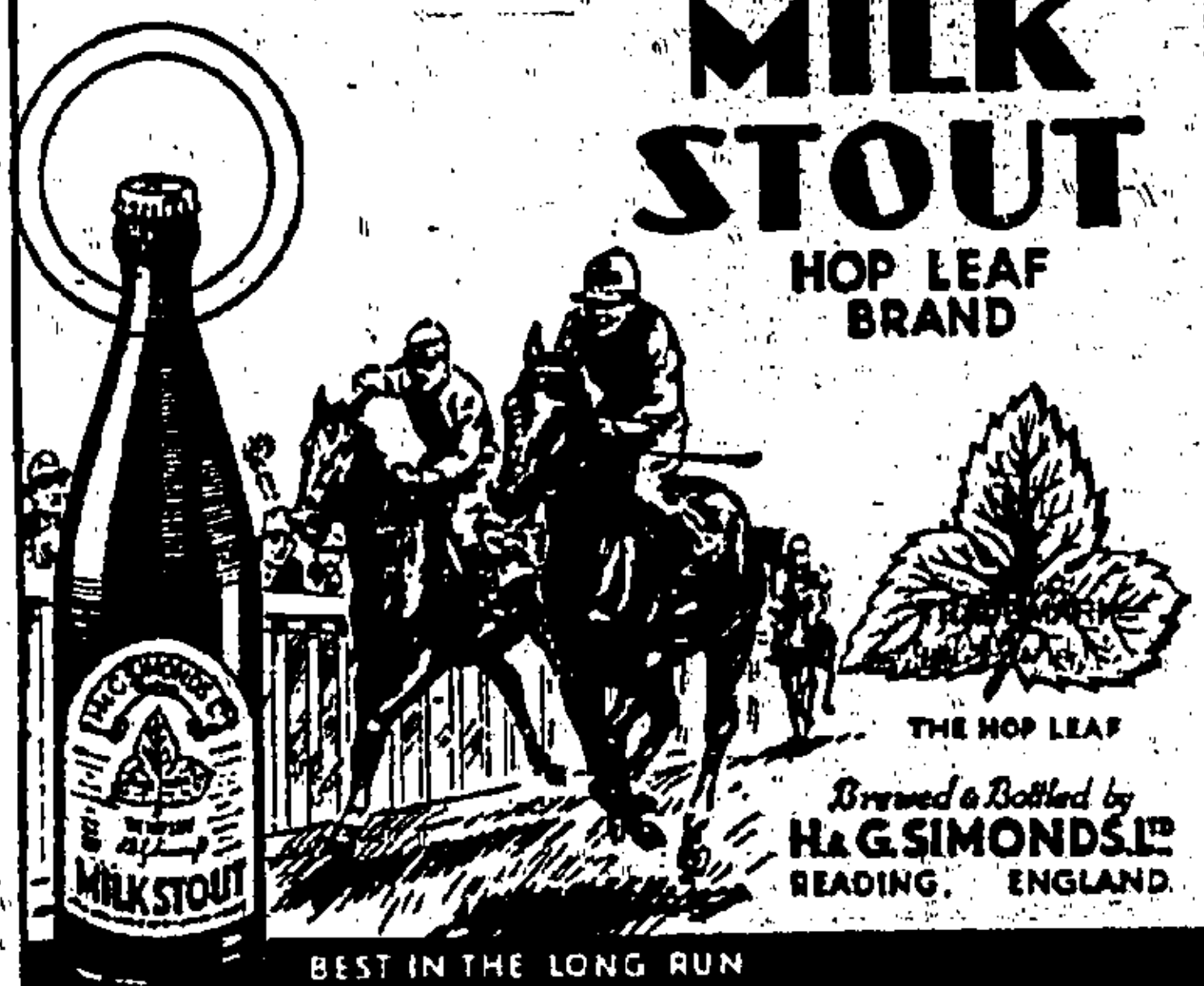
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AFTER SPORT

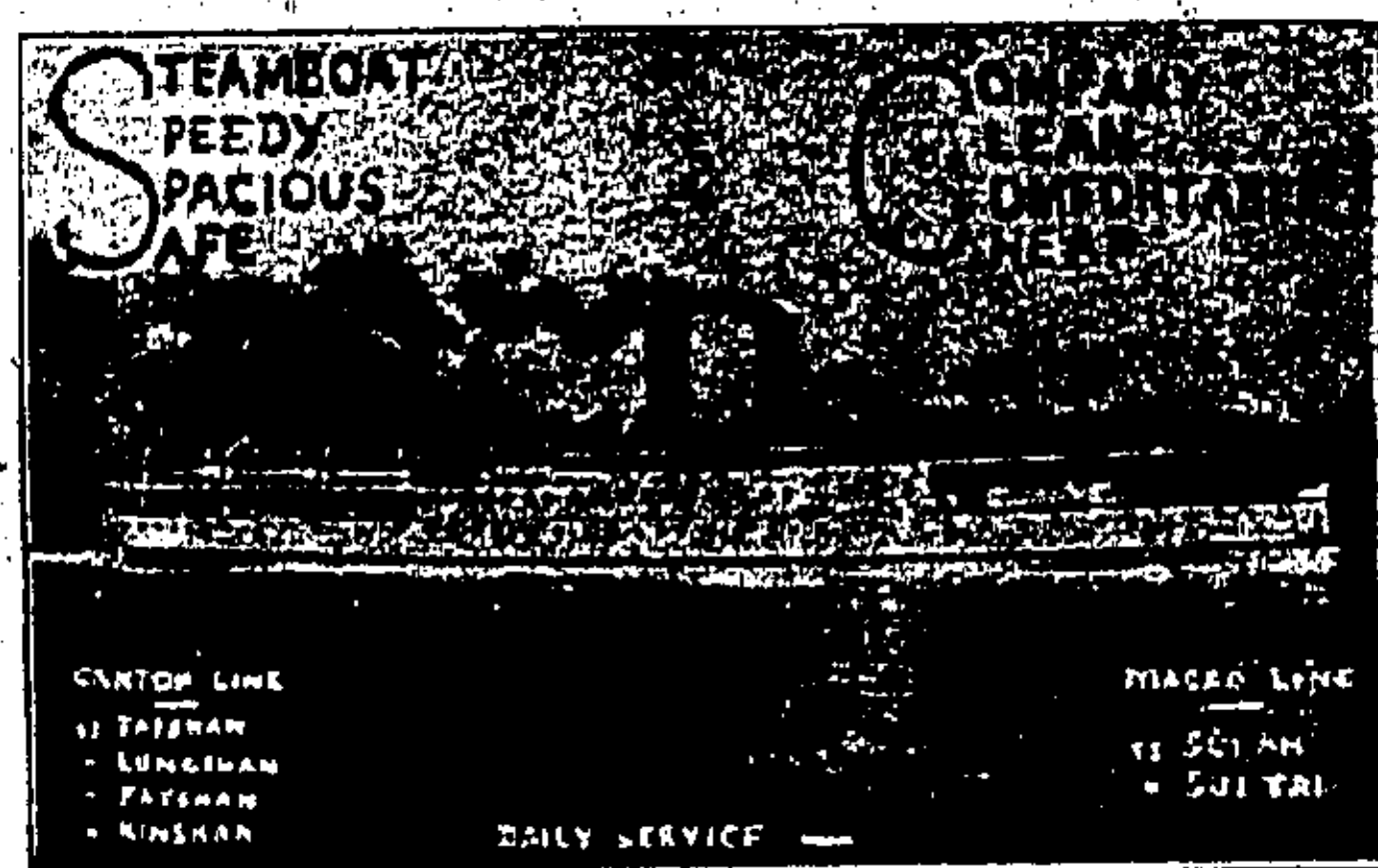
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CANTON LINE	EXCURSION TO MACAO	MACAO LINE
From Hong Kong	SUNDAY, 7th APRIL, 1935.	From Hong Kong,
8.00 A.M.	S.S. "SUI TAI"	8.00 A.M.
10.00 P.M.	will leave Hong Kong at 9.30 A.M. and Macao at 4.30 P.M.	5.30 P.M.
Sundays at 10.00 P.M. only		
From Canton		From Macao
8.00 A.M.		3.00 A.M.
4.30 P.M.		2.00 P.M.
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DIARY OF LOCAL EVENTS

TO-DAY

Tuesday, April 2.

Auctions.—Lammer's, Household Furniture, Hongkong Sales Room, 2.30 p.m.

Cinemas.

King's:—"Kid Millions."
Queen's:—"Broadway Bill."
Central:—"Legion."
Oriental:—"Baby Take A Bow."
World:—"Tiger Shark."
Alhambra:—"Legion."
Majestic:—"Strictly Dynamite."
Star:—"Whom The Gods Destroy."
Lectures.—H. H. the Chief Justice Mr. A. D. A. MacGregor, Helena May, 5.30 p.m.—"The Function of Law in Society."

Meetings.—Sixth and last, English Association, Helena May, 5.30 p.m.; St. Andrews Mothers' Union, 3 p.m.; S. and S. Home, Building Sub-Committee, 5.30 p.m.

Miscellaneous.—Rotary Tiffin, Hong Kong Hotel.

Moon.—II Moon, 29th Day. Rehearsals.—Hong Kong Singers, H.K. Union Church, Kennedy Road, 5.30 p.m. "Blest Pair of Sirens" (Parry).

Sports

Hockey.—Y.M.C.A. v. Fusillers (Y.M.C.A. Ground), 5.15 p.m.

Lawn Tennis.—Open Doubles, W. C. Hung and Ho Ka-lau v. Lu Tak-cheuk and Lu Tak-lam.

Snooker.—Steel Coulson League, Royal Engineers v. Dockyard Police; Central Police v. Chief and Petty Officers; Garrison Sergeants v. St. Patrick's Club; Prison Warders v. Water Police, 7 p.m.

Sunrise.—4.10 a.m. Sunset.—6.34 p.m.

Tides.—High at 8.42 and 20.56. Low at 2.27 and 14.23.

Wednesday, April 3

Anniversaries and Holidays.—St. Richard, Bishop of Chichester.

Auctions.—Leasehold Property Sale, Lammer's Sales Room, 3 p.m.

Cinemas

King's:—"Kid Millions."
Queen's:—"The Most Precious Thing In Life."
Central:—"Legion."
Oriental:—"Straight Is The Way."
World:—"Tiger Shark."
Alhambra:—"Legion."
Majestic:—"Strictly Dynamite."
Star:—"Whom The Gods Destroy."

Entertainments.—A.D.C.'s "The Young Idea," China Fleet Club Theatre, 9.15 p.m.

Lectures.—Mr. L. G. Morgan, M.A., B.Sc., University Union Assembly Hall, 8.30 p.m.; Affiliated Units, Nursing Detachment, Volunteer Headquarters, 5.30 p.m.

Meetings.—Annual Union Water-boat Co. Ltd. Messrs. Dodwell and Co's Office, 11 a.m.; S. and S. Home House Sub-Committee, 5.30 p.m.; Kowloon Union Church Women's Guild, 10 a.m.; Chinese General Chamber of Commerce, Monthly Committee Meeting, Chamber's Headquarters, 3 p.m.

Miscellaneous.—Whist Drive, Seamen's Institute, 9 p.m.

Moon.—New Moon, 8.11 p.m. III Moon, 1st Day.

Religious.—Special Lenten Service, St. John's Cathedral, 3.15 p.m.; St. Andrew's Church, 6 p.m.

ROYAL NAVY

The New List Of Appointments

(Special Air Mail Service)

London, Mar. 15. The Admiralty announced the following appointments yesterday: Vice-Admiral—W. M. James, C.B., to President for duty inside Admiralty, March 15.

Cdr.—C. J. L. Gullett, D.S.C., to Exeter, March 25.

Lt.-Cdr.—R. N. Garnett, to Medway, March 15; R. S. Warne, to Alcock, April 23; G.B. H. Fawkes, to Proteus, in command, undated; and H. L. Gilbert, to Cairo, on re-comming.

Lt.—H. P. de O. Steel, to H. 50, in command, March 22; F. A. Smith, to Nelson, March 26; J. A. Meares, to Enchantress, March 27.

A. V. Lyle, to Westcott, March 26; C. R. P. Thomson, to Exmouth; J. C. Forbes, to Dorsetshire; T. N. Masterman, to Leander; J. R. E. Langworthy, to Faulknor; and R. A. Fell, to Express, all on re-comming.

Sub-Lts.—H. P. Byrne, to Electra, April 12; R. E. N. Kearney, to Encounter; and H. S. Duval, to Express, both on transfer.

Cd. Gunners.—C. W. J. Sudd, to Harebell, March 20; H. H. Brown, to Pembroke, March 25; P. Connolly, to Dolphin, March 25; C. H. Payne, to Woodstock, March 27; W. G. Greenslade, to Terror, April 15; and J. W. Wilkinson, to Drake, April 19.

Cd. Bosn.—W. H. Francis, to St. Cyrys, March 19.

Cd. Orl. Officers.—Makin, to Kent, April 15.

STUDY OF LANGUAGES

Flying Officer D. V. Johnson has been selected for training in Arabic and Flying Officer F. McD. Fenton in Kurdish, both to begin training in Iraq in the course of the year. Flying Officer G. E. Valentine is to study Russian at the School of Slavonic Studies, London, for three months from January next, and Flying Officer J. Worral Chinese at the School of Oriental Studies, London, for six months from October, 1936. Flying Officer H. T. Bennett began a course in Japanese at the School of Oriental Studies in October, 1934, and Flying Officer T. A. B. Parsele has been selected to attend a similar course from October next.

Social.—Bridge and Mahjongs Evening, in aid of Shek Lung Lepers, St. Patrick's Hall, Garden Road, 3.30 p.m.; Social to Servicemen, H.K. Union Church Hall, 7.30 p.m.

Sports

Football.—First Division, St. Joseph's v. Police (Kowloon Ground), 4.45 p.m.

Hockey.—H.M.S. Cornwall v. Hong Kong Hockey Club Seniors (King's Park), 5 p.m.

Lawn Tennis.—Open Doubles, Paul Kong and Lee Wai-tong v. Tsui Wai-pui and Tsui Yun-pui, Sunrise.—6.15 a.m. Sunset.—6.39 p.m.

Tides.—High 9.10 and 21.48. Low at 3.00 and 15.12.

NEW AIRCRAFT CARRIER

Ark Royal To Be Built

(Special Air Mail Service)

London, Mar. 15. The Admiralty announced that, subject to the settlement of certain points of detail, they have decided to entrust the construction of the aircraft carrier of the 1934 programme (H.M.S. Ark Royal) to Messrs. Cammell Laird and Co. Limited, Birkenhead.

Our Naval Correspondent writes:—There now only remain a surveying ship, the Stork, and two small craft, the boom working vessel Dunnet, and the submarine school tender Dwarf to be ordered in the 1934 programme. Contracts for these are expected very shortly.

The new aircraft carrier is intended for replacement of one of the earlier vessels in this category. Of the six we have to-day, three were experimental ships in a class of which this country was the pioneer, and, as the First Lord explained to the House of Commons some time ago, according to modern requirements they have not the speed necessary for a craft of this sort, neither have they power to operate the number of aircraft of the modern carrier.

The name chosen for the new ship—a historic one with Elizabethan associations—was that of the first aircraft carrier to be provided for the Royal Navy apart from an adapted cruiser. The carrier Ark Royal served at the Dardanelles and elsewhere during the War. She is now in reserve and used for catapult training and experiments. Recently her name has been changed to Pegasus. The new Ark Royal has been designed by Sir Arthur Johns, K.C.B., C.B.E., Director of Naval Construction. No details of her dimensions or cost have been published, but in the new Navy Estimates the sum of £493,498 is to be spent on her up to March 31, 1936.

DUKE OF KENT

As Colonel-In-Chief

(Special Air Mail Service)

London, Mar. 15.

The War Office announced last night that the King has approved the appointment of the Duke of Kent as Colonel-In-Chief of the Queen's Own Royal West Kent Regiment—one of the most famous regiments of the line.

The 1st Battalion of the regiment is at present at Secunderabad, the 2nd at Shoreham and the 3rd at Maidstone. There are Territorial battalions headquartered at Tonbridge and Bromley.

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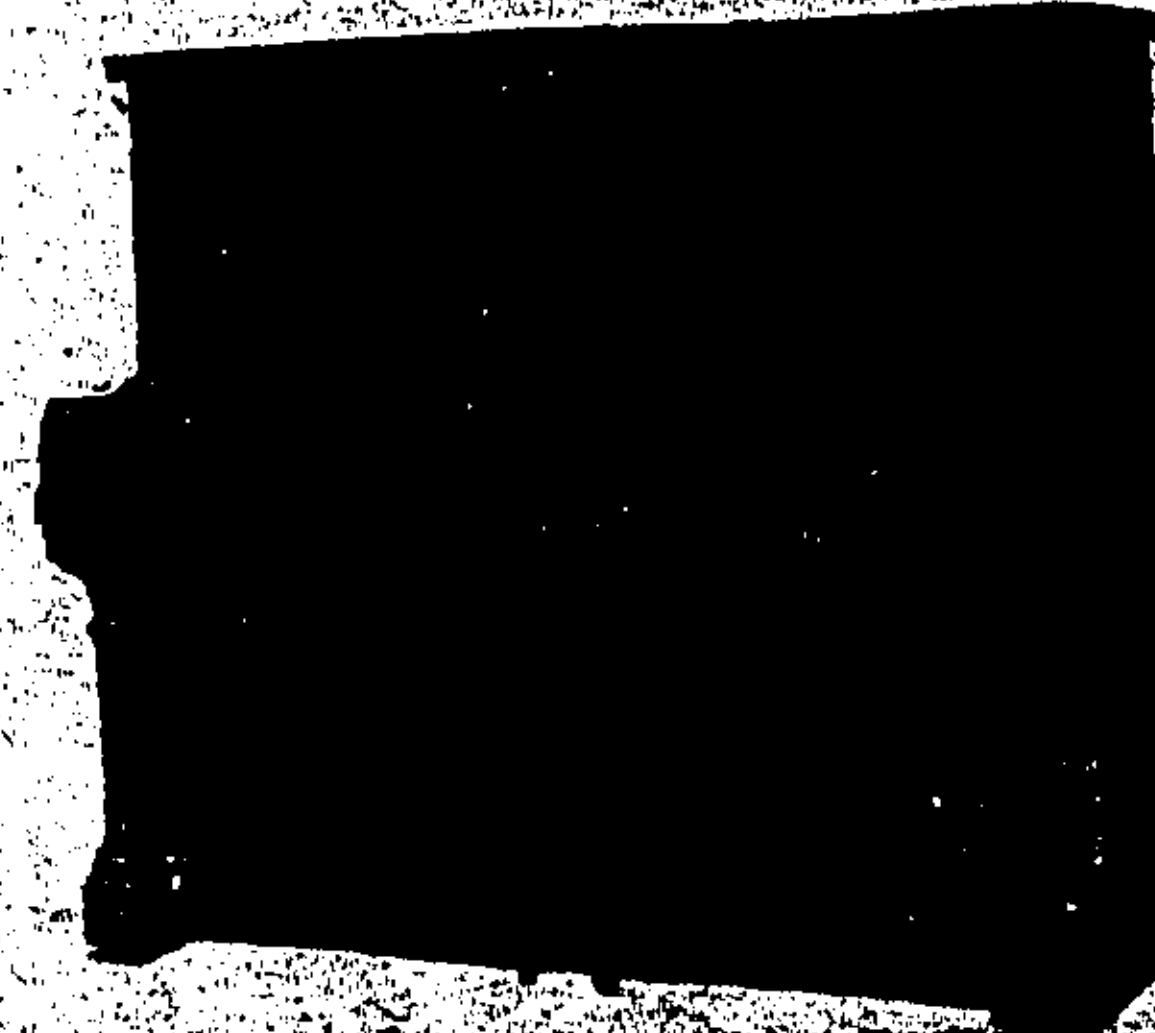
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MOTOR CAR SALESMEN

Comments And Criticisms

Each year, for longer than I can recall I have from time to time received letters from readers commenting upon the inability of salesmen in motor agents' showrooms to provide information of a technical character concerning the cars they are expected to sell. Some of my motoring acquaintances have given voice to similar criticism, writes a correspondent.

I have gained the impression—though I cannot confirm it—that these criticisms have been increasingly numerous of late years. Be that as it may, my correspondents and friends have not infrequently compared the salesmen of motor agents with the attendants at the stands of motor manufacturers at the Olympia and Scottish shows, who have a reputation—those at Olympia, at all events—of being more familiar with the latest fashions in men's clothing than with the details of the cars around which they stand with an air of boredom!

For the moment I am not intending to suggest whether or no I agree with criticisms of the kind mentioned, but to give further details of the indictment as set forth by the critics. The latter, I may say, are almost invariably motorists with experience of cars extending over a number of years.

These people contend that the average motor salesman is quite incapable of replying intelligently or informatively to questions that are quite naturally and properly asked by any experienced owner-driver when he is inspecting a new car with a view to purchase.

Technical Factors

One of my correspondents said that two salesmen, on different occasions, when he inquired whether the brakes of a car he was inspecting had self-energising shoes, gave him such a look of amazement as might, perhaps, have been expected if he had inquired as to the tensile strength of the rear axle drive-shafts. In one case, I was told, the salesman confessed to ignorance on the point, while in the other instance the reply had no bearing at all upon the question.

While I hesitate to put up a wholehearted defence of motor car salesmen—for I have myself come across some examples who did not seem to know anything about cars that could not be picked up by a raw novice in a few weeks driving experience—I consider that the critics are unfair in labelling alike all or even a large percentage of these men. As my own experience shows, there are some who are both uninformed and uninformative, and it may be that some motor agents hold the same opinion as that I heard expressed by an American motor manufacturer whom I met a year or two back in London—viz, that a good salesman can sell anything for private use from a box of pins to a motor car or a houseful of furniture, and that the less he knows about the technicalities of the goods he has for sale the greater the likelihood of his securing orders.

I am not in "big business" and never have been, and I make no claim to knowing anything about what is termed the art of salesmanship. But it seems to me that the ideal salesman should know every thing the potential buyer may want to know about the goods the one has to sell and the other may buy. This does not mean that the salesman should bewilder the non-technical buyer by reeling off technical details unasked, but that he should not be compelled by lack of knowledge to make the technically minded buyer scornful of his capabilities and doubtful concerning the accuracy of his replies to questions that are answered with seeming intelligence and with assurance.

Ability to Arouse Interest

I have not, however, set pen to paper with the object of "lecturing" on salesmanship in general, but to discuss my correspondents' criticisms of motor salesmen. If the latter deserve to be criticised as a body it is not so much on account of their lack of knowledge or their inability to provide technical information—by reference to literature issued by the car manufacturer, if necessary—as by reason of the inability of some of them to use their knowledge or available information to good and proper effect.

Let me give an instance of what I have in mind. A few months ago I was at a certain factory in the English Midlands where a renowned make of car is manufactured. I was there to see a new model, and it was being shown and its features explained to me by quite an important technical official.

When I was about to finish my inspection I felt very unimpressed; it seemed to me to be a very "ordinary" car, with nothing of special appeal to the owner-driver. But just then another technical member of the staff came along, and within five minutes he had made me relatively enthusiastic about the new model. He had no more practical or technical knowledge than the other man but he had the ability, which the other man lacked, of realising what would appeal to me as the self-appointed representative of a multitude of owner-drivers forming the potential buyers of this type of car.

I have often found that neither the undiluted technicians of a factory nor the representatives of the sales department are those best able to arouse the greatest interest in new models; rather are the officials of the service department better able to do so, for these men are closer in contact with owner-drivers.

Practical Information

Actually, it is not "technical" information that the experienced motorist seeks and sometimes fails to obtain from the car salesman; it is information of a practical character. The majority of potential car-buyers admittedly have more direct interest in seating and luggage accommodation, riding comfort, ease of entry and exit to and from the seats, colour options, petrol consumption, tax rating, and equipment.

But while the salesman must naturally be able to talk about such matters informatively and intelligently, he ought also to be able to reply with equal facility to questions regarding mechanical details.

Moreover, he ought to be able to interest the non-technical person in the features of design that offer advantages to the novice and the expert driver alike; I have in mind such features as automatic and dual-automatic ignition control, thermostatic water temperature control, pre-selective gears as opposed to synchromesh or a free-wheel, or, vice-versa, hydraulic and mechanical brakes and caster and non-caster steering. All these and various other matters are of direct interest to the car buyer, while the points for and against four and six cylinders and the relationship—or lack of it—between cubic capacity and tax rating, for example, are subjects concerning which information, imparted to the prospective buyer, may not merely influence orders but may actually assist the buyer to decide as to the model that will suit his purpose best.

ON THE ROAD

I have driven silent cars and I have driven cars of high speed and vivid acceleration; until last week-end I did not know that a car of such performance as the Bentley could be so uncanonically quiet and effortless all the time writes a correspondent.

The first reaction on taking over in a London street was surprise that the car should be so utterly simple to control, dead silent on second and third as on top, and willing to glide along among the heavy traffic as sedately as a Rolls-Royce.

Out on the open road the first impression is a slight disappointment, until one notes the speedometer reading. There is "sports" performance all right, but with none of its usual, I would once have said inevitable, accompaniments. To move along the road at those speeds with no feeling or hint of breathless haste, but with, instead, the assurance of complete mastery is exhilarating as it is unusual.

There has just been added to the Bentley a new system of driver-controlled shock-absorber adjustment designed to cope with the varying demands of varying loads and speeds. Springs of such a car must always be a compromise, apparently. At top speed the Bentley could not have been better.

MOTOR JOTTINGS

THE MOTOR CAR HORN

As A Safety Device

A correspondent in a London daily writes:—

About a year ago the transport manager of a large Birmingham concern carried out a test the results of which are of special interest in view of the renewed motoring controversy.

The average time for the journey between Birmingham and the London depot was known to be just three hours. He instructed his drivers to make the trip for a week without touching their hooters. The average time was increased by only 15 minutes, and the manager, who accompanied one driver, said he had never experienced a less fatiguing journey. Whether the driver agreed is not on record.

It seems to me that the opposition to 24 hours' silence zones is in danger of overstating its case. If the Minister of Transport proposed to declare the horn or any form of hooter illegal and forbid its being fitted to motor vehicles, that would indeed be "criminal folly." But as long as I have a horn no law or regulation or order or proclamation or anything else the Minister can invoke will stop me using it to prevent an accident.

Unnecessary Hooting

There is far too much unnecessary horn-blowing, though much less in Central London than the anti-noise people allege. Let Mr. Horre-Bellsha make a nation-wide appeal for more discrimination in the use of the horn or substitute a "silence week," which when tried on the Continent usually has lasting effects.

Or, if local authorities get troublesome, let them have their silence zones, with the proviso, implied or stated, that in real emergency the horn might and should be used. The modified ban will be respected; an absolute ban will, like the cyclists' reflectors regulation, be honoured mainly in the breach. The police cannot possibly enforce it.

Analyses of Accidents

"Better late than never" is the comment appropriate to the "discovery" by the Medical Research Council that certain people, notably certain motor drivers, are "accident-prone."

In July, 1932, "The Daily Telegraph," first among the lay-press, recorded the results achieved by accident analysts among large bodies of transport drivers, such as employees of bus and tram companies, first in the United States and later in Paris, and the fact therein revealed that 19 out of 20 drivers are reasonably careful, skilful and accident-free, or, put in another way, that about one-quarter of the total number of drivers are responsible for three-quarters of the total number of accidents.

The Obvious Deduction

Insurance sources then assured me that American experience was not inconsistent with our own. Of the policy-holders of one of the biggest syndicates at Lloyd's four out of every five qualify for the "no-claim" bonus. The Institute of Industrial Psychology has frequently testified to the same conclusions, and to my own knowledge at least one high official of the Transport Ministry has held these views for years past.

Perhaps they will now get more attention from the Minister and his advisers, and the very obvious deduction will be drawn that it is both futile and unfair to go on piling restrictions and pains and penalties on all motorists indiscriminately, making the many suffer for the faults of the few.

Reducing Cylinder Wear

No recent subject in these notes has evoked so much correspondence as that of cylinder wear and the new teaching of the technicians in regard to warming up. In repeating again their advice to shorten the warming-up period as much as possible, I should, I think, point out that racing the engine when dead cold is going to the other extreme. Never let it idle unless it is really hot. When starting make

it run at about 1,000 to 1,500 r.p.m.—that is, fast enough to The Hillman Minx de luxe saloon attracts at sight by its neatness and improves on acquaintance by its performance. For its running, design, and equipment it is inexpensive to buy, and in its latest form has been improved.

The four-seated six-side-window body gives comfort. The front seats are adjustable. Each door has a full-width slip pocket; two useful cupboards are in the dash. The rear floor has wells, but they are not deep and slope up towards the front. The roof slides and a visor is attached to the fixed part in front. There are dual electric wipers, the front windows have draughtless ventilating sections, and there are ventilators in the sides of the scuttle. The front doors are hinged forward, but toe-room is rather cut down. The driver can get to his seat from the nearside. Entrance behind is rather restricted by the backs of the front seats unless the seats are slid forward. At the back of the car is the spare painted large hub wheel; behind it a folding grid. The petrol filler is brought outside the out-swept back panel on the nearside. Tools are under the bonnet. I do not care about the screw bonnet fastener.

Fan And Generators

The engine has a simple form of damper on the top of the head at the back; on the front part of the head the combined fan and generator are driven by a V rubber belt. Forward, on the nearside, are the filler, which has a breather pipe, the mechanical petrol pump, the oil dipper, the coil, and the starter; and, on the dash, the junction boxes for the lights and the fuses and output. The water circulates naturally. The engine has side valves, and a three-bearing crank-shaft; thermostatic voltage control regulates the rate of charging the battery and prevents over-loading. On the off-side, above the head, are the vertically driven make-and-break and distributor. The carburettor can be got at; the large air cleaner and silencer is effective. Oil drainage can be done with the jack handle from the nearside. The gearbox filler is under carpets and a screwed tin cover. The clutch is a single dry plate.

Four Forward Speeds

The gearbox contains four forward speeds and synchromesh for all four; the lay shaft is carried on roller bearings. Engine, clutch, and gearbox are held together at three points by "cushioned power" which provides flexibility with rubber. The propeller-shaft has needle roller bearings for the universal joints. The half-floating back axle contains spiral bevel drive. The springs, front and back, are long and flat and half-elliptical, and work with double-acting hydraulic shock absorbers; a short leaf at the bottom in each case helps to stiffen the action when the car carries a full load. The system is called "vari-load springs," no doubt they lessen any tendency to roll or sway on corners. Steering is by worm and nut, and right or left-hand steering is optional. The four brakes worked by cables and by pedal or centrally-placed hand lever, are duo-servo or self-energizing.

On The Road

The engine is full of life, never lazy even under the most trying conditions, smooth, and quiet. It does not feel big, but there is ample power, and speed, and 40 miles an hour on the level appears to be no effort to the engine or to the car. For a unit of this class the balance—helped by the flexible mounting—and the quietness are praise-worthy. Speed and power are given freely, and acceleration is excellent even on top under full load. With the very light steering and all-synchromesh change speed, by which

agitate the ammeter needle. Beside shortening the cold period, this helps to get the sluggish oil moving rapidly and splash it on to the cylinder walls.

CARS OF TO-DAY

Hillman Minx

MOTOR NOTES FROM GREAT BRITAIN

London's Latest Firm Float

London's fire fighting equipment is renowned for its efficiency all the world over and therefore any new developments in this connection are watched with more than ordinary interest.

A fire float incorporating a number of "outstanding" features has just been built for the London County Council and was launched the other day at the yard of J. Samuel White & Co., at Cowes. The Massey Shaw, as it has been named, has been designed to pass under all Thames bridges at any state of the tide and will be able to operate both in shallow waters and narrow canals. Although 78 ft. in length, the draught is only 3 ft. 9 in.

With a view to reducing the wagh when travelling at full speed, tests were carried out at the National Physical Laboratory at Teddington, and these have certainly achieved their purpose; for the new vessel creates the absolute minimum wash. The float is one of the most powerful in Europe and can throw a 34-in. jet of water to a height of 250 ft. The propelling machinery consists of two Giffen Diesel engines, arranged for coupling through clutches to the turbine fire pumps; the full speed of the new craft is about 12 knots.

A STREAMLINED FIRE ENGINE

The London Fire Brigade has just taken delivery of its first streamlined all-enclosed motor pump in which the fire-men are entirely protected against the weather when travelling to a fire.

This new Dennis machine combines a 600-gallon fire pump, a 40 ft. extension ladder, hook ladders, oxygen breathing apparatus and quick-laying hose appliance, and marks a big step forward in design. After all, because at a fireman may get wet through at a fire, that is no reason

why he should not be afforded all possible protection from the weather on his way to it; indeed, his efficiency is undoubtedly enhanced by such protection.

A STURDY VETERAN

The Scottish city of Dundee recently disposed of a 1914 model Leyland first engine, having acquired a modern machine of similar make. During its long period of service the veteran attended literally hundreds of fires in the surrounding district and, as a final effort, dealt heroically with a forest fire near Perth, where it pumped water continuously for 91 hours.

Its useful life, however, is by no means ended, for the new owners intend to employ the machine for pumping water on fruit farms during dry seasons.

USES OF THE FLYING BOAT

A Flying-Boat has been ordered by Imperial Airways for the Bermuda-New York section of the Atlantic airway.

It will probably also be useful as a proto-type for the Singapore-Australia route. The special mission now at Sydney is discussing the use of flying-boat for this route.

Unsympathetic

A young ensign in the Naval war College in Those United States was given fifteen days' leave on the occasion of his honeymoon. On the eve of the fifteenth day he wired his Commanding Officer, "It's wonderful here. Request ten days' extension of leave," to which the C.O. replied, "It's wonderful anywhere. Return to ship."

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THE MOTOR CAR Is Changing Its Shape

There is more than one sign that conventional car design is about to change.

New car shapes can be seen almost every day, and radical alterations in the fundamental build of a car are appearing.

Engines in the front, in the rear; torsionbar and independent wheel suspension; cars with no orthodox chassis frames—one by one the different ideas are being perfected and put upon the market.

I have to-day seen a photograph of a motor-coach chassis which stands in the newly opened Berlin motor show, writes a correspondent.

It has two engines. One is in the front, and the other is at the rear. It is designed to seat 120 people, and travel at 90 m.p.h.

The coach is not a freak. It has been built for use in conjunction with the German State railway.

Yesterday I examined something that could best be described as a transport invention, although it is being marketed in England as a motorcar. It is the first of its kind to be built.

It is the new Tatra, made by the old-established Czechoslovakian factory. Captain D. Fitzmaurice, the British concessionaire, showed me over it at his saleroom in Davies-street, W.

Outwardly it might be called "just one of those streamlined cars." But a large upright fin at the rear gives a hint of something revolutionary in ordinary cars.

The car seats six people in two groups of three, is claimed to exceed 90 m.p.h., has its engine and gearbox balancing each other over the rear axle; has independent springing through the two axles being cut in half; has no frame; and runs on engine principles designed to drive the car at high speed with low revolutions and long life.

The factory claims that a girl of 16 could safely handle the car at 80 m.p.h. on a bend because of the new standard of weight balance attained and the effortless steering.

The points that interested me most were that the car weighs only 33 cwt., is reputed to possess 150 square feet of unobstructed load space extra to luggage accommodation, and has an air-pump cooled V.8 engine (27.0 h.p.) which gives 60 m.p.h. at only 2600 revolutions.

According to the R.A.C. analysis of 1934 breakdowns the troubles, in order of their frequency, were:

1. Ignition.
2. Axle shafts.
3. Cylinders and pistons.
4. Clutch.
5. Carburation.

The number of ignition failures and of axle shaft troubles has risen to the highest recorded since 1928.

Carburation also shows a slight increase.

I hear that, to avoid distracting the attention of motorists in Prussia, the officials there are prohibiting advertising signs within 10 yards of traffic signals. A similar move is overdue in this country.

HASLAR HOSPITAL

Surgeon Rear-Admiral G. L. Buckridge, O.B.E., at present Deputy Director-General of the Medical Department of the Navy, has been appointed in charge of the R.N. Hospital at Haslar, to date May 1. Surgeon Rear-Admiral W. W. Keir, C. M. G., whom he will succeed, was appointed three years ago.

Surgeon Rear-Admiral Buckridge was medical officer during the War of the torpedo gunboat Halcyon, parent-ship at Lowestoft, and of the cruisers Topaze and Didon, serving as parent-ship to destroyer flotillas. From 1919 he was principal medical officer in the training ship Impregnable at Devonport. He was first appointed to the Medical Department, Admiralty, in 1922.

Surgeon Rear-Admiral Keir was medical officer during the War of the minelayer Iphigenia and the battleship Warspite, and from December, 1916, was in medical charge in the hospital-ships Reva and China. Since the War he has been squadron medical officer in the 1st Battle Squadron and Battle Cruiser Squadron, and has been in charge of the hospital-ship Maine and the naval hospital at Hong Kong.

WHITE STAR LOSSES

Inquiry Demanded

(Special Air Mail Service)

London, March 15. Strong objections to the proposal that the White Star Line Ltd. should be wound up voluntarily were voiced at the meeting of shareholders.

Compulsory liquidation, in preference to voluntary liquidation, was demanded by several shareholders in order that a rigorous investigation of the company's affairs could be obtained.

Mr. J. C. Watts, the chairman of the company, said that the directors would be prepared to take any action to protect the interests of the Preference shareholders. In the circumstances, he declared the meeting adjourned, to give the board time for further consideration of the matter.

Before the resolution was put to the meeting, Mr. Watts reviewed the history of the White Star Line. None of the present directors, he explained, was a party to the transactions which have ended so disastrously for the company.

He referred to the acquisition, in 1925, from the Australian Government of the fleet, known as the Aberdeen Commonwealth Line, and said: "That fleet has gone, and there remains merely an unsatisfactory liability of approximately £750,000. After a capital expenditure of £1,650,000 on the Oceanic shares, and approximately £1,500,000 in respect of the Aberdeen Commonwealth Line vessels, there is to-day nothing to show for this sum except further liabilities of over £3,000,000."

Nothing For Shareholders

He pointed out that the assets were about £500,000 and liabilities about £2,000,000. It was abundantly clear, therefore, that there was not a penny-piece for the shareholders.

The only hope which we have of getting any return on our capital is by guarantee of the R.M.S.P. We have to qualify for that guarantee by going into liquidation.

He expressed the hope that the Companies Act would be amended in the near future to protect shareholders from similar experiences. A shareholder suggested that every

STRAITS POLICE OFFICER

Married At Five

(Special Air Mail Service)

Glasgow, Mar. 15. When Mr. Forbes Wallace, Assistant Commissioner of Police, Federated Malay States, son of Major F. T. Wallace, O.B.E., Deputy Lieutenant of Fife, and Mrs. Wallace, Ennyside, Leven, was married to Miss Aileen Grace Wise, daughter of the late Mr. A. W. S. Wise, J.P., Bombay, and Mrs. Wise 83 Iddesleigh Road, Bournemouth, in Scoonie Kirk Leven, Fife, yesterday, the best man was Mr. W. R. Logan, Newmain, Stenton, East Lothian, the Scottish Rugby Internationalist, who is to play against England, at Murrayfield, Edinburgh, on Saturday.

A guard of honour outside the church was provided by the 6-7th Black Watch, of which regiment's Reserve Mr. Wallace is a member.

The bride, who was given away by her mother, wore a graceful turquoise blue gown, cut on medieval lines, with high neckline in front and ovel at the back, a train, and wide lace sleeves. She had a halo hat of the same material, with a long, pale grey veil edged with silver, and carried a bouquet of pink roses and lily of the valley.

Miss Tita Murray, Lundin Links, bridesmaid, wore pink lace with halo hat in taffeta to match. She wore long lace and taffeta gloves, and carried a bouquet of pink roses.

Elizabeth Wallace, the four-year-old niece of the bridegroom, wore a dainty frock of pink frilled organdie with a Dutch bonnet to match, and carried a silver basket of flowers.

The Rev. G. J. Edwards officiated.

shareholder should write to the Board of Trade calling attention to this colossal loss. Admirals against whom charges of mismanagement were brought were liable to be court-martialled. Directors, he urged, should be treated in the same way.

MURDER OF KOREAN

Two Compatriots Arrested

Shanghai, Mar. 26.

A quarrel over political affairs resulted in the murder of Li Yoh-ro, Korean, 38, former vice-chairman of the local Korean Association, and adviser to Korean Residents' Association, at 16 Yuen Shing Li off Dixwell Road, at 7.45 a.m. yesterday. Li's wife, Pu Seng-shing, 37, and their servant, Pu Chun-foh, 13, also shot by the assassins, are lying in a serious condition in the Foo Ming Hospital. Two armed Koreans, believed to be the murderers, were arrested by the Chapel police.

The shooting took place in the victim's bedroom on the top floor. Jumping out of bed at the approach of two armed Koreans, Li rushed to the window in an attempt to escape. He was shot in the back five times.

Hearing the shots, Li's wife and the servant came to the rescue and met the two assassins in the hall. A brief struggle ensued when the woman and the servant were wounded.

An alarm raised by the wounded man and woman brought a Chinese police constable of the Chapel Force to the scene. Without hesitation, the constable ran after the two armed men, one of whom was arrested after a brief chase, while the other succeeded in crossing Dixwell Road. Another Chinese policeman, who was on the alert, grabbed the Korean as he ran towards him.

The three wounded people were conveyed to Foo Ming Hospital, where Li Yoh-ro succumbed to the injuries at 12.25 p.m. According to the attending physicians, the two other wounded persons are expected to recover.

Taken to a Chapel police station, the two Koreans gave their names as Li Kwai-hu, 20, and Yen Ting-chun, 30. It was said that both the two men are members of the Korean Independence Society.

OBJECTION TO STATUE

"Offends Against Decency"

(Special Air Mail Service)

London, March 15.

Mr. Jacob Epstein's statue, "Behold the Man," is to be the subject of a question in Parliament.

Sir Cooper Rawson, Conservative M.P. for Brighton, is to ask the Home Secretary on Monday—

"Whether in view of the resentment aroused among people of different religious denominations by the present exhibition in London of a statue which offends against the public decency he will in exercise of his powers to prevent blasphemous or obscene exhibitions, instruct the police to remove or confiscate the statue in question, or what other steps he will take to guard against any breach of the peace which might be provoked by this spectacle."

"A Grave Affront"

"I consider that this statue is too utterly repulsive for words," said Sir Cooper Rawson last night. "That is why I have put down my question."

"It is bound to be a grave affront to thousands of decent Christian people throughout the country, and it will do nothing to increase Britain's prestige in art."

"The photographs which have been published are a sufficient indication of the unpleasantness of this subject."

When a reporter informed Mr. Epstein of Sir Cooper Rawson's pending question, the sculptor said: "What about Hitler and Goering? When are they to be asked for their views on the statue? That is all I want to say."



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TO-DAY'S RADIO PROGRAMME

Broadcast by Z.B.W.
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12.30 to 2.15 p.m.—European programme.
12.30 to 1 p.m.—Recorded music.
1 p.m.—Local time and weather report.

1.03 p.m.—Recorded music.
1.30 p.m.—Renter Press Bulletins, Rugby Press news, etc.
2.15 p.m.—Close down.

4 to 7 p.m.—Chinese programme.
7 p.m.—Closing local stock quotations.

7.03 to 7.35 p.m.—

Musical Comedy
Selection—Mother of Pearl (O. Strauss).
Vocal Gems—Ball at the Savoy.
Selection—The Big Broadcast.
Songs—Three Wishes ("The Good Companions").

Let me give my happiness to you ("The Good Companions").
Jessie Matthews (Soprano).

7.35 to 7.48 p.m.—

Four Violin Solos by Albert Sandler with Olive Groves, (Soprano).

1. Looking for you (Sanderson).
2. An old Violin (Fisher).
3. Grinning (Benatsky).
4. Remembrance (Melfi).

7.48 to 8 p.m.—

The J.H. Squire Celeste Octet Humoresque—Paraphrase for strings only (Dvorak—Sear).
Operatic (Famous operatic Melodies) (arr. J.H. Squire).

8 p.m.—Local time and weather report.

8.03 to 8.33 p.m.—

From the Studio
A Variety programme by Mrs. O. C. Womack and Doreen Ma.

1. Songs—Song from "The Midshipmaid." Another Bird whistled a Tune, and Close your eyes.—Mrs. O. C. Womack.

2. Piano Solo:—If I had a million dollars.

3. Songs:—Bye Bye, Blackbird, Little Brown Baby, and It all depends on you.

4. Piano Solo:—Your head on my shoulder.

2.33 to 2.50 p.m.—

Light Orchestral Selections
Potpourri of Waltzes (Robrecht).
Drury Lane Memories.

2.50 to 3 p.m.—Tom Costello in Song Memories.

3 to 9.20 p.m.—

From the Studio
"Topical Talks on the United Kingdom" by Mr. G. C. Pelham.

9.20 to 9.30 p.m.—Venezian Memories of Lehar.

9.30 to 11 p.m.—

A Programme of New Victor Records
Orchestral—Eight Russian Folk Dances—Leopold Stokowski and the Philadelphia Symphony Orchestra.

Songs—Addio Bel Sogno.
Solepette, Lucia La Canzon dell'Amore—Beniamino Gigli (Tenor) and members of the La Scala Orchestra, Milan.

Orchestra—The Merry Widow—Potpourri (Lehar)—Marek Weber and his Orchestra.

Fox-Trots—T'm telling the world she's mine.

How could I be lonely?—Ray Noble and his Orchestra.

10 p.m.—Renter Press Bulletins.
Fox-Trots—Say When (film "Say When").

When love comes Swinging along (film "Say When")—Richard Richard Himber and his Ritz Carlton Orchestra.

Waltz—The Animal Trainer.
No! No! a thousand times No—Landt Trio and White with their Dixieland Orchestra.

Fox-Trots—If it's Love.
I'd like to Dunk you in my Coffee—Eddy Duchin and his Orchestra.

Tango—Lile of Capri.
Vocal—Qu'Alex-Youx Fait de l'Amour—The Waldorf-Astoria Orchestra.

10.30 p.m.—Rugby mid-day Press news.

Fox-Trots—The Laughing Song.
The Tattooed Lady—Rudy Vallee and his Connecticut Yankees.

Fox-Trots—With every Breath I take.

Time in January—Richard Himber and his Ritz Carlton Orchestra.

Fox-Trots—Let's pretend there's a Moon.
Serenade for a Wealthy Widow—Fats Waller and his Rhythm Waltz—Reverend.

I'll follow my heart heart—Ray Noble and his Orchestra.

11 p.m.—Close down.

BREKING PROGRAMME
9 p.m.—D.J.A. D.J.N. Announcement (Germ., Engl.).

German Folk Song.
Programme Forecast (Germ., Engl.).

9.15 p.m.—Short Musical Programme.

THE PENSIONS ESTIMATES

Big Fall Recorded

(Special Air Mail Service)

London, March 15.

Two further classes of the Civil Estimates for the forthcoming financial year were issued yesterday—the Foreign and Imperial, showing an increase, and Pensions, showing a decrease. The totals are:

Foreign and Impl. 5,512,504 Inc. 340,480
Pensions 45,889,585 Dec. 894,260

The Ministry of Pensions, at a total of £42,400,000, shows a decline of £881,000. Pensions for officers and nurses are down by £112,000, and those for non-commissioned officers and men by £769,000.

In the foreign and Imperial class there are increases in the Diplomatic Service totalling £100,920, principally in salaries and expenses; but a loan in 1934 of £88,000 to the European Commission of the Danube does not reappear. An extra £18,987 from appropriations in aid enables a decrease of £18,627 to be shown, at a total of £1,270,865.

Though the Foreign Office has to meet an extra £4,028 in salaries, an additional £15,000 from passport fees, at a total of £120,000, has resulted in the estimate of £173,900 showing a reduction of £8,548.

Other details of the estimates are:

Unforeseen Missions and Services—£12,350, compared with £10,000.

British Council for Relations with Other Countries—£6,000. The Council has been established to promote a wider knowledge of Great Britain and the English language abroad, and to develop closer cultural relations with other countries.

League of Nations—£186,500, an increase of £3,100. Contribution to the League advanced by £8,000; travelling expenses reduced by £7,600. Gift of £3,000 is made for new League building.

Domestic Services—£590,940, decrease of £104,515, reductions including £68,820 in administration in Newfoundland and £18,200 in research.

Irish Free State Services—£22,293,643. Stated that estimate is increased by £1,186,623 owing to omission of receipts due from Free State Government.

Overseas Settlement—£40,850. Only £250 compared with £20,000—Included in Overseas Settlement estimate for Victoria Land Settlement Scheme, but grants totalling £11,450 are made under Empire Settlement Act.

Colonial and Middle Eastern Services—£718,401, increase of £55,601. Provision made for £60,000 loan to British Guiana for administration and railway, and steamer renewals. Grant in aid of military expenditure in Somaliland is £27,000, increase of £3,000. Total for defence of Palestine and Trans-Jordan is £184,000, advance of £18,500.

Colonial Development Fund—£900,000, increased from £500,000.

9.30 p.m.—"Du bist mein erster Kamerad."

From Bismarck's letters to his betrothed.

9.45 p.m.—News in English on D.J.A. and in Dutch on D.J.N.

10 p.m.—The Second Symphony by Anton Bruckner. Conducted by Werner Richter-Belchelm.

11 p.m.—A Mind alive helps the Daily Drive.

A Dialogue between Max Jungnickel and Otto Berndt.

11.15 p.m.—News in German on D.J.A. and D.J.N.

11.30 p.m.—Chamber Music.

In the Interval.
Ballads by Schiller.

12.15 a.m.—News in English on D.J.A. and in Dutch on D.J.N.

12.30 a.m.—Close down D.J.A. D.J.N. (Germ., Engl.).

Radio Manila

8.00 p.m.—Recorded Presentation.

8.10 p.m.—Spanish Informational Period.

8.30 p.m.—English Informational Period.

7.50 p.m.—Hawaiian Programme (Musical de la Cruz).

7.15 p.m.—Mo'and' Noah.

7.30 p.m.—Songs by Francisco Daye.

7.45 p.m.—Musical Programme.

8.00 p.m.—Classical Recital by Lady Donnan.

8.15 p.m.—Radio Considera, conducted by Berio Nolasco.

8.35 p.m.—Stock Quotations.

9.00 p.m.—Opera Hour.

10.30 p.m.—Sign Off.

TALKING TO JAPAN

By Radio Telephone

(Special Air Mail Service)

London, March 15.

A direct radiotelephone service between this country and Japan was established on Tuesday morning at the General Post Office.

Wearing earphones and seated at a table in a small room at the G.P.O. headquarters were the Postmaster-General (Sir Kingsley Wood), the Secretary of State for Foreign Affairs (Sir John Simon), the Japanese Ambassador (Mr. Tanaka Matsudaira), and others.

On the stroke of 9 o'clock from Tokyo, 10,000 miles away—where it was late afternoon—was heard the voice of the Japanese Minister of Communications, Mr. Takejima Tokonami, and for the next quarter of an hour formal greetings, which were clearly transmitted, were exchanged between the British and Japanese Governments. In each of these messages, which were followed by informal two-way conversations, emphasis was laid on the value of the new service in furthering Anglo-Japanese friendship.

Two Links

The new service is made up of two radio links, one for transmitting and one for receiving. At the British end, which is operated entirely by the Post Office, the transmitting station is at Rugby and the receiving station at Baldoak, Hertfordshire. The corresponding Japanese stations are at Nizaki for transmission and at Komuro for reception, situated 50 and 25 miles respectively from Tokyo. The radio links are combined and controlled in England at the Radio Telegraphy Terminal, Fairday Building, London, from where they are extended to the London International Exchange. The control arrangements include facilities for maintaining the volume of received speech at a constant level to meet variations due to changing radio conditions and for automatically connecting the subscribers to the transmitting or receiving links as the direction of speech demands.

The Japanese Minister of Communications said that it was most significant that at this moment such a link had been established between Japan and Great Britain. He believed that this new means of communication would be of great benefit to both nations and would enhance their traditional friendship.

London the Centre

Sir Kingsley Wood, in the course of his message, said that we were proud of the fact that London was the centre of a world-wide network of radiotelephone services which linked together more than 95 per cent. of the world's telephone subscribers; we were now operating 10 direct radiotelephone services, connecting Great Britain with the most distant parts of the world. He alluded to many difficulties which had been overcome by the British and Japanese engineers in establishing the service, which would be of mutual benefit.

Sir John Simon said it was fascinating to recall the first primitive contacts between the British and Japanese peoples and to contrast them with those of to-day. Their arduous voyage of several months was needed before the simplest message could be delivered; now the words of the human voice could give the feeling that the English and the Japanese were neighbours and that they were members of one community.

Speaking to Sir Robert Clive, the British Ambassador in Tokyo, Mr. Matsudaira said that in the various negotiations which had taken place in the past, especially those at international conferences, Japan had been greatly handicapped compared with other countries of the West by the long distance which caused great delay in communicating with the home Government. This difficulty would be greatly lessened in the future, not only would the diplomatic world benefit, but the advantage of the telephone to the Press and the commercial community would be still greater.

Others who took part in the conversations included the Minister for Foreign Affairs, Tokyo (Mr. Koki Hirota), Lord Herbert Scott (President of the Federation of British Industries), Mr. Manzo Kusanagi (Chairman of the Japan-Great Britain Trade Council, Tokyo), and Mr. Samuel Barker, M.P. (the Newspaper Society).

The use of the service costs 2/6 a minute, with a minimum of 2/6 for three minutes.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

OF VALUABLE HOUSEHOLD FURNITURE

Comprising—
Drawing Room Suite, Dining Tables and Chairs, Sideboards, Glass Cabinets, Wardrobes, Dressing Tables, Chests of Drawers, Sewing Machines, Ice Chests, Hairstands, Oil Paintings and Pictures, Ornaments and Sundries.

A SELECTION OF BLACKWOOD WARE

TUESDAY, APRIL 2, 1935

COMMENCING AT 2.30 P.M.

At their SALES ROOM, DUDDELL STREET

ON VIEW FROM MONDAY, THE 1st APRIL, 1935.

TERMS—CASH ON DELIVERY.

LAMBERT BROS., AUCTIONEERS.

BY ORDER OF THE MORTGAGEE

Messrs. LAMBERT BROTHERS have received instructions.

To Sell by PUBLIC AUCTION

on THURSDAY, THE 11th DAY OF APRIL, 1935.

At 3 P.M. in the AFTERNOON At their Auction Room, No. 4, DUDDELL STREET, VICTORIA, HONG KONG

IN THREE LOTS

The following properties:—

Lot I.—Section A of Kowloon Inland Lot No. 2545 Together with 6 houses thereon known as Nos. 155, 157, 159, 161, 163 and 165 Sai Yeung Choi Street, Mongkok.

Area 9,483 sq. ft. or thereabouts. Crown Rent \$174.00 per annum.

Lot II.—The Remaining Portion of Kowloon Inland Lot No. 2545 and Sub-section 1 of Section A of Kowloon Inland Lot No. 2544 Together with 4 houses thereon, respectively now known as Nos. 167, 169, 171 and 173 Sai Yeung Choi Street, Mongkok.

Area of R. P. of Section A of K. I. L. No. 2545—3,407 sq. ft. or thereabouts. Crown Rent \$62.40 per annum.

Area of Section A of K. I. L. No. 2544—2,793 sq. ft. or thereabouts. Crown Rent \$51.18 per annum.

Lot III.—The Remaining Portion of Section A of Kowloon Inland Lot No. 2544 and Section B of Kowloon Inland Lot No. 2544 Together with three houses thereon, respectively now known as Nos. 175, 177 and 179 Sai Yeung Choi Street, Mongkok.

Area of R. P. of Section A of K. I. L. No. 2544—3,100 sq. ft. or thereabouts. Crown Rent \$56.78 per annum.

Area of Section B of K. I. L. No. 2544—1,550 sq. ft. or thereabouts. Crown Rent \$28.25 per annum.

The above mentioned premises are held under Government Conditions of Sale Nos. 2894 and 2993 which are convertible into one or more Crown Leases for 75 years with right of renewal for another 75 years.

All the houses are of four stories and built of reinforced concrete. Each story is built on a separate flat of European style with modern conveniences.

A plan of the said properties can be inspected at the office of the undermentioned Solicitors and Auctioneers.

Particulars and Conditions of Sale may be had from:—
Messrs. DEACONS,
Vendor's Solicitors,
1, Des Voeux Road Central
or from
Messrs. LAMBERT BROTHERS,
Auctioneers.

What do you want?

If there is anything you want to buy or sell, say it in a small classified advertisement.

25 words \$1.00 prepaid for 3 insertions.

AT THE CINEMAS

Latest Trade Notices

KID MILLIONS

"Kid Millions," Eddie Cantor's new screen musical extravaganza for Samuel Goldwyn, is being shown at the King's Theatre today. With him are Ann Sothern, Ethel Merman, Block and Sully and this season's collection of Goldwyn girls all aiding and abetting the star in his frantic frolickings along the Nile in search of buried treasure.

Walter Donaldson and Gus Kahn, Burton Lane and Harold Adamson contributed the song hits, which include "Okay Toots," "When My Ship Comes In," "An Ear Full of Music" and "Your Head On My Shoulder," while Irving Berlin's "Mandy" is revived in an old fashioned minstrel number done in a new fashioned way. Arthur Sheekman, Nat Perrin and Nunnally Johnson wrote the story and dialogue. Roy Del Ruth directed the film which was released through United Artists.

"TWO SECONDS"

Superstition sometimes outweighs ambition, even in Hollywood where ambition grows to tremendous proportions. The fact made unusually difficult the casting of fourteen roles in Edward G. Robinson's latest First National picture, "Two Seconds," which opens to-morrow at the Alhambra Theatre.

The roles were all for those of people witnessing an electrocution. They included legal witnesses, newspaper reporters, a priest, three jailers and a doctor. Several of the first fourteen called declined the offer because they did not want to appear in a death house, even an imitation one.

Edward G. Robinson himself shares none of these beliefs, apparently. In fact, he found the death chair was more comfortable than his canvas studio chair and during the making of the death cell sequences he could generally be found between scenes lounged comfortably in its menacing embrace.

Important roles in "Two Seconds" are played by Vivienne Osborne, Preston Foster, J. Carroll Nash, Guy Kibbee, Adrienne Dore, Walter and William Janney, Mervyn LeRoy directed.

EVERGREEN

One of the most spectacular and entertaining films ever seen on the screen—"Evergreen"—is coming to the Central Theatre on Wednesday.

This Gaumont-British picture introduces us to the old music hall days, as represented by the famous old Tivoli in the Strand, and then goes to the lavish entertainments of present day variety revue. A brilliant cast is headed by Jessie Matthews.

FOG OVER FRISCO

A melodramatic murder mystery thriller is coming to the Alhambra Theatre on Thursday, under the title of "Fog Over Frisco," with Bette Davis, Donald Woods, Margaret Lindsay, Hugh Herbert and Lyle Talbot in the featured leads.

This First National Picture, based on the story by George Dyer, is an exciting tale of adventure, revealing the operations of a band of international bond swindlers, who do not hesitate at murder in carrying out their gigantic operations. The story centres about San Francisco, in the homes of the fashionable society folk and along the water front on the Embarcadero, which is the scene of a thrilling chase after kidnappers and lively battle with a band of crooks. Exterior scenes were made by the Company on location at the Golden Gate City.

Bette Davis, playing a "heavy" for the first time in her life, is one of the leaders of the swindlers, although she is the daughter of a wealthy bond broker. Other important members of the band include Lyle Talbot, Vice-President of the bond house, Douglas Dumbrille, the "master" mind, and Irving Pichel.

Donald Woods and Margaret Lindsay have the romantic leads. Others in the cast, which is an unusually large and talented one, include Alan Hale, Gordon Westcott, Charles Wilson, Charles Minnif, William Demarest, Douglas Cosgrove, William Davidson, and George Chander.

THE FIRST WORLD WAR

Reviewing Laurence Stallings' book, "The First World War," the Literary Digest summed up its enthusiastic notice with this sentence: "The book is a highly graphic account of what happened to individuals, no matter what diplomats and officials of armies and navies may have intended."

That, according to advance accounts, is exactly the approach employed in the Fox Film production, also titled "The First World War," which will be seen at the King's Theatre very soon.

Edited by Stallings himself, the film, it is said, preserves the "individual" point of view, dealing principally with how the war affected the common man.

BROADWAY BILL

All the charm and whimsical romance of Frank Capra's "It Happened One Night" have been recaptured and embellished by the great director in the new Columbia production, "Broadway Bill," a film which undoubtedly ranks as Capra's greatest achievement with the camera. Deftly and with the artistry that is singularly his own, he has woven about the simple story of a man and a girl who forsake the luxuries of life for the freedom of a nomad's existence, a delightful, heart-satisfying romantic drama which received sincere applause from audiences at the Queen's Theatre since Saturday last and which ends its local run to-day.

The large and imposing cast supporting Warner Baxter and Myrna Loy acquires itself admirably under Capra's direction. Walter Connolly turns in a grand, flawless portrayal; Helen Vinson is superb as the social-climbing wife; Clarence Muse is his usual comic self while Margaret Hamilton, Lynne Overman, Raymond Walburn and others contribute to the film's general excellence.

MOST PRECIOUS THING IN LIFE

From to-morrow the screen attraction at the Queen's Theatre will be Columbia's much-talked-of film transcription of the Travis Ingham McCall Magazine story, "Most Precious Thing in Life," featuring Jean Arthur, Donald Cook, Richard Cromwell and Anita Louise. The novel was serialized under the author's title, "Biddy."

With the fine shadings of drama, pathos and comedy, "Most Precious Thing in Life" concerns itself with the life story of a young girl in a college town who marries one of the social elite students after a short, ardent courtship. The marriage, as was expected, fails, but only after a son and heir was born.

In the sensitive hands of Jean Arthur, the character of the "Biddy" gaps the full range of emotion and drama. Donald Cook appears as the pampered scion who unconsciously bows to the staid family tradition and coldly rescinds his marriage vows.

Richard Cromwell portrays the innocent puppet in the story of love and luxury while Anita Louise, lovely blonde young screen newcomer, enacts his college sweetheart.

The remainder of the cast includes such personalities as Mary Forbes, Ben Alexander, John Wray, Dutch Hendrian and Jane Darwell. Lambert Hillyer directed.

WHOM THE GODS DESTROY

Just where does a man's duty to humanity stop and his duty to himself begin?

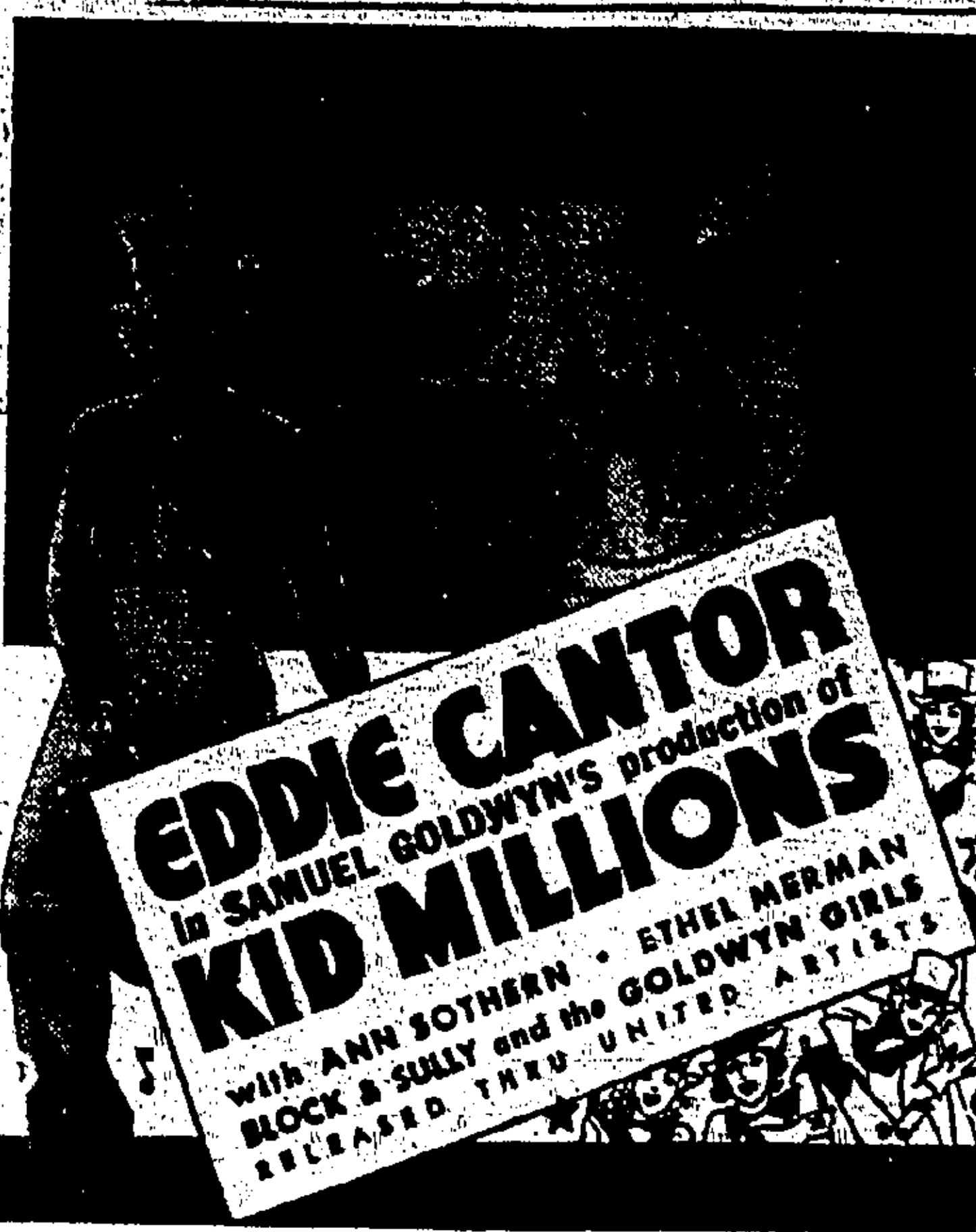
This question is treated with amazing forcefulness in "Whom the Gods Destroy," featuring Walter Connolly, Doris Kenyon, and Robert Young, which opens to-day at the Star Theatre.

"Whom the Gods Destroy" deals with this question in a poignant, compelling dramatic fashion. The picture serves to introduce Walter Connolly, Columbia's newest starring prospect in his most important role. In the cast, in addition to Doris Kenyon and Robert Young, are Robert Bosworth, Mary Carr, Jack Mulhall, Scotty Beckett, Rolfe Lloyd and Geneva Mitchell.

SHOWING
TO-DAY
AT
2.30, 5.10, 7.15
& 9.30 P.M.

KING'S

BOOKING
AT THE
THEATRE
Tel. No. 25313
25333



ALSO LATEST WALT DISNEY'S
'PECULIAR PENGUINS' A SILLY SYMPHONY
IN TECHNICOLOR

WARFARE FROM THE AIR

First Aid Methods

(Special Air Mail Service)

London, Mar. 15.
"I wish you to believe that we are not likely to see in the next war hundreds of aeroplanes flying over London and wiping it out in half an hour as some newspapers suggest," said Lieutenant General Sir Harold Fawcett, Director General of the British Red Cross Society, when initiating a course of instruction for London B.R.C. headquarters in first aid in chemical warfare.

He said he thought it was time for London to follow the example of other European countries in providing for the safety of the civilian population against air attacks, and he suggested that an enemy would surely hesitate to risk hundreds of planes in attacking a town when it knew that the preparations made against such an attack would nullify its results.

Should Britain be subjected to an air attack the civilian doctors would be the first line of defence for the civilian population, as far as treatment went. Every doctor should know how to treat people who had been gassed, and should also know what precautions to take so that he might not, himself, become a casualty. The medical profession had not yet shown much interest in the matter, and it had not appeared in the medical curriculum.

Sir Edward Stewart, Deputy Chairman of the B.R.C.S., said afterwards that the society was sometimes accused of favouring militarism, but its object was purely defensive. War in future would not be war against armies, but against the individuals of the nations. The object of the gas attack would be to produce panic among the people but the danger of panic would be almost nil if the population could be told exactly what measures had been taken for their protection and what they ought to do.

EAST AND WEST

School Of Oriental Studies

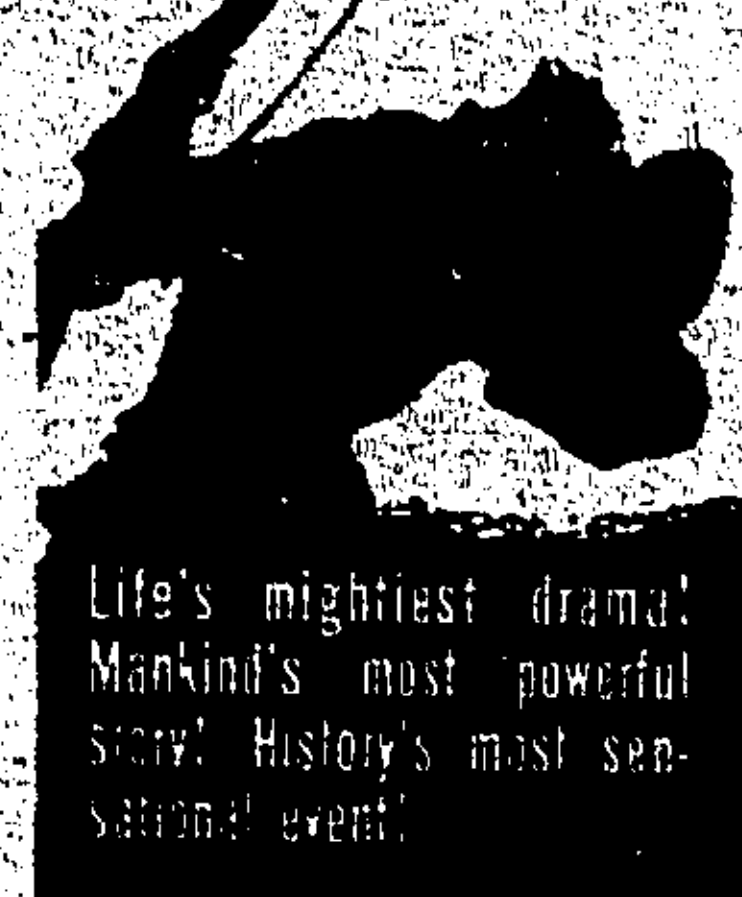
(Special Air Mail Service)

London, March 15.
Speaking at the annual dinner of the School of Oriental Studies Union Society, held at the Savoy Hotel on Monday night under the chairmanship of Sir Denison Ross, Dr. C. O. Blagden, dean of the school, said that during the 18 years of its existence some 6,000 students had passed out of the school and most of them had done very good work. In the last academic year there were 435 students, of whom about one-fourth were women. There was a salaried staff of 40 teachers of 80 different subjects. The students included 145 persons coming from outside the British Isles, and 88 of them were from India.

The Iranian Minister spoke of the great service of the school in promoting a better understanding between East and West. The notable celebrations in London last autumn of the millenary of Firdausi sufficiently demonstrated the interest which British scholarship took in Persian poetry and lore. He hoped very much that the number of students of Persian in this country would increase from year to year under the stimulus of the splendid gifts to the school for the purpose made by the Aga Khan and the Anglo-Persian Oil Company in connection with the millenary celebrations. They in Persia were learning English in increasing numbers, and the English language and literature were being taught on a more extensive scale in Teheran and elsewhere in Persia than at any previous time. The motto of the school crest, "Knowledge is Power," closely corresponded with that of the Iranian Ministry of Public Instruction.

The Egyptian Minister spoke of the admirable work of the school in promoting the study of Arabic and paid tribute to the director for his friendship with the Egyptian people and for what he had done by his speeches and writings to make

FROM THE SECRET ARCHIVES OF ALL THE GREAT NATIONS!



THE FIRST WORLD WAR

EDITED BY LAURENCE STALLINGS

SOVIET OFFER TO JAPAN

Frontier Forces Decrease

(Special Air Mail Service)

London, March 15.
"An important move towards peace in the Far East was made to-day by M. Litvinoff, Soviet Foreign Minister, in an interview with Japanese correspondents."

He admitted the possibility of a demilitarisation of the Soviet-Manchukuo frontier—a step which has long been demanded by Japan.

The statement was made to the correspondents in connection with the sale of the Chinese Eastern Railway—recently finalised—by Russia to Japan.

"When the present tension slackens," said M. Litvinoff, "Russia will be ready to discuss the reciprocal withdrawal of a certain part of her armed forces, including military aeroplanes, to a definite distance behind the Soviet-Manchurian frontier."

M. Litvinoff preferred not to use the word "demilitarisation," which he did not regard as suitable in this connection, but in the way he defined the problem, he thought a solution might be found as confidence grew stronger and the danger of aggression decreased.

"For that purpose," said M. Litvinoff, "it is important to disperse the unfavourable impression created in Russia by the Japanese refusal to accept the Soviet offer of a pact of non-aggression."

He complimented the Japanese Foreign Minister, Mr. Hirota, on the valuable part he had played in the negotiations for the sale of the Chinese Eastern Railway.

Egypt and Egyptians better known in this country

TO-DAY AT THE CINEMA

HONG KONG

KING'S:—
"Kid Millions"
QUEEN'S:—
"Broadway Bill"
ORIENTAL:—
"Baby Take A Bow"
CENTRAL:—
"Legong"

KOWLOON

MAJESTIC:—
"Strictly Dynamite"
ALHAMBRA:—
"Two Seconds"

Coming

KING'S:—
"The First World War"
QUEEN'S:—
"Most Precious Thing In Life"
ORIENTAL:—
"Straight Is The Way"
"Frisco Jenny"
CENTRAL:—
"That's A Good Girl"
ALHAMBRA:—
"Evergreen"
"Fog Over Frisco"

THEATRE

Nathan Road, Kowloon. Tel. 57222
TO-DAY & TO-MORROW
At 2.30, 5.30, 7.20 & 9.30 P.M.



With NORMAN FOSTER
WILLIAM GARGAN
MARIAN NIXON
MILLS BROTHERS

ORIENTAL THEATRE

LAST
4 TIMES TO-DAY
THE SCREEN'S
BIGGEST LITTLE
STAR
IN THE BEST PICTURE
YOU EVER SAW!



TO-MORROW
& THURSDAY
HERE'S A VERY
EXCITING STORY
ONE OF THE
SCREEN'S BEST
PRODUCTIONS.

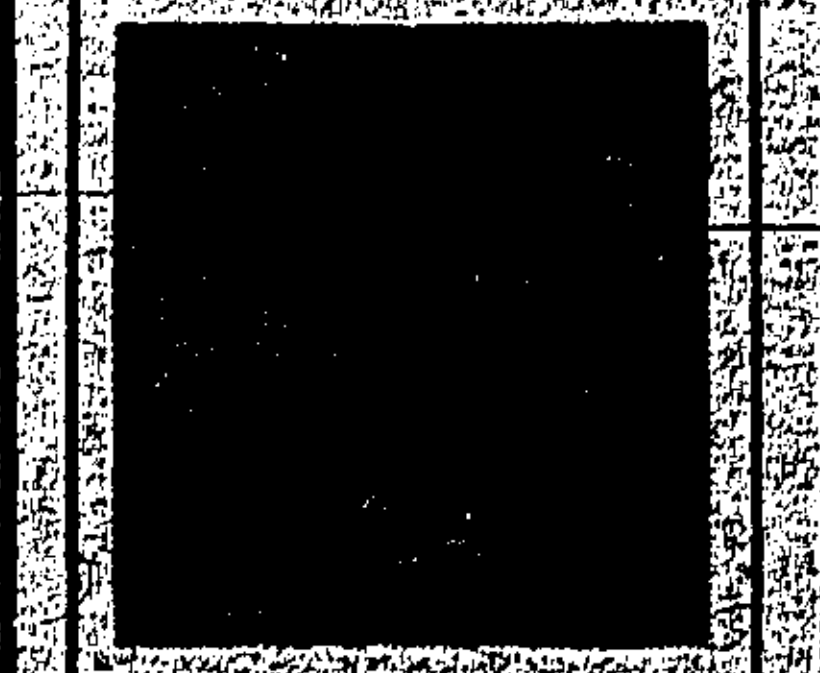


There Is Always A Good Show

at the
CENTRAL & ALHAMBRA THEATRES
Queen's Road Central
Car Park: Jervois Street
Nathan Road, Kowloon
Car Park: Directly opposite

(To Central Theatre take Buses No. 4 or 5 going West)
CENTRAL
TO-DAY ONLY
At 2.30, 5.15, 7.20 & 9.30 p.m.

LEGONG



ROMANCE IN BALI

Native Girls
Native Music
Native Customs
Native scenery
TECHNICOLOR
Sponsored by
Siam Picture Corporation Ltd.
Told by
Marquis Henri
de la Falaise
A Paramount Release
TO-MORROW
"EVERGREEN"

TO-DAY & TO-MORROW
At 2.30, 5.20, 7.20 & 9.30 p.m.

LEGONG



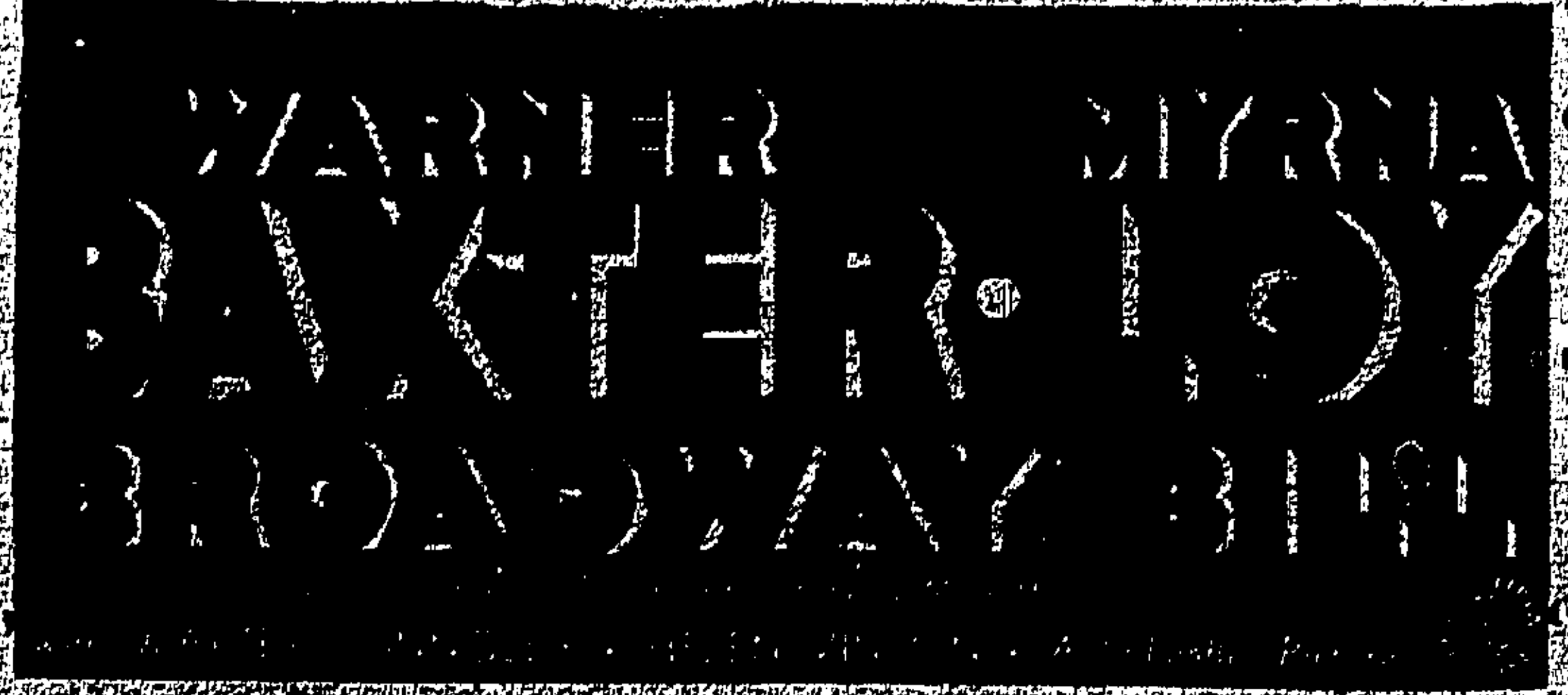
ROMANCE IN BALI

The man of a
thousand char-
acters: the
most terrifying
drama of his
career in the
sensational love
drama.
LEGON ROBINSON
TO-MORROW
THURSDAY
"Fog Over Frisco"

TO-DAY
ONLY

WALKING

At 2.30, 5.10
7.20 & 9.30
P.M.



ALSO COLUMBIA'S NOVELTY—A COLOUR CARTOON



Macfadyen's
HONG KONG SHOPPE

Just received a very wide Range of
Smart Hats, Washing Dresses
AND
American Underwear.

This is an entirely New Line, and the Goods
are displayed on the

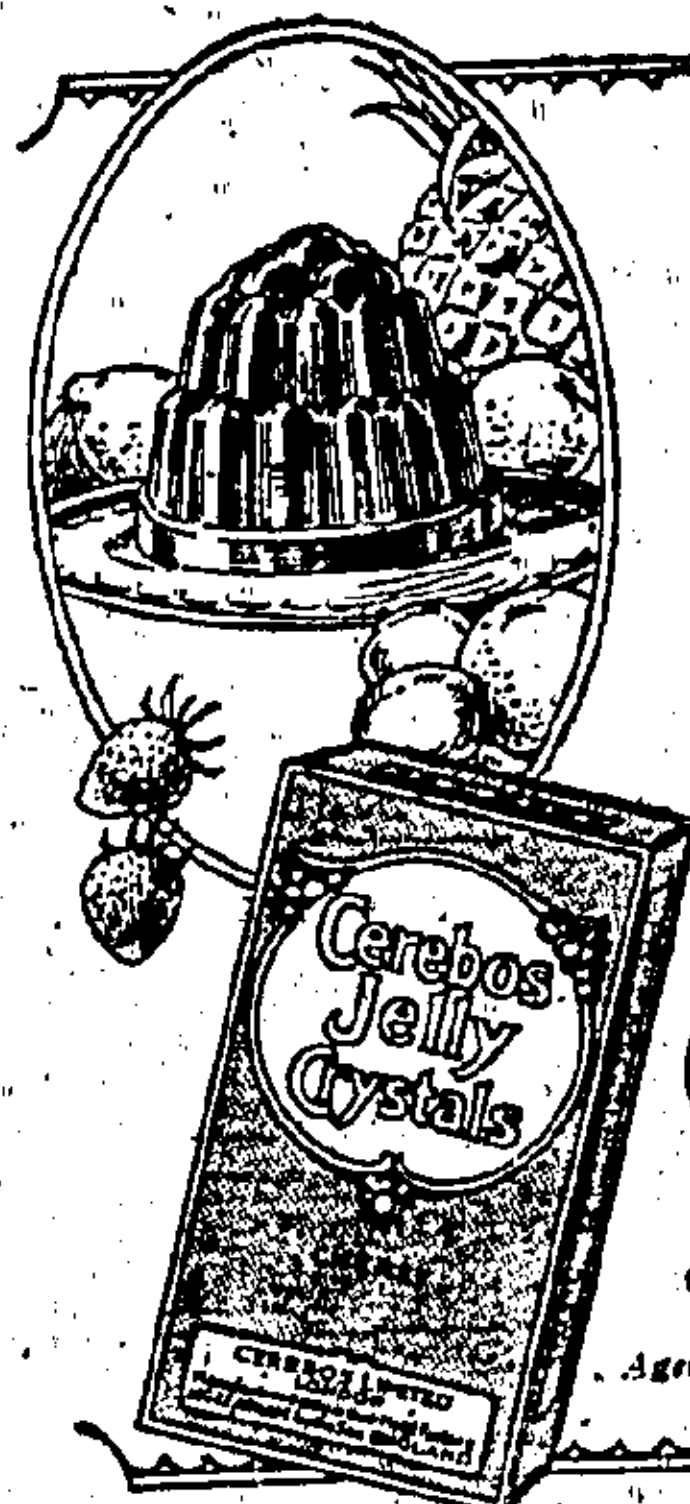
MEZZANINE FLOOR.

South Arcade.

Gloucester Building.

**HONGKONG AMATEUR
DRAMATIC CLUB**

**"THE YOUNG NOEL COWARD'S
IDEA"**
CHINA FLEET CLUB THEATRE
APRIL 3rd, 4th, 5th, 6th
at 9.15 p.m.
BOOKING AT ANDERSON'S



A FRUIT jelly is al-
ways a welcome
delicacy. Cerebos
Jelly Crystals are
made from the purest
ingredients—the juice
of ripe fruit and the
finest sugar. The
result is always a
perfect sweet.

**Cerebos
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PROGRESS

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Are you ready to reap
the benefit?

Only by consistently advertising
your goods can you hope to reap
the benefit that better business
conditions will certainly bring
you. And what better medium
than the

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(NAM WAH YAT PO)**

Whose daily circulation of 18,000
reaches modern and progressive
Chinese in both Hong Kong
and South China.

A great favourite with young and modern China on account of the
excellence of its sporting news and authoritative political articles,
the South China Daily News is too valuable a medium to be left out
of your appropriation.

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Around the Courts

ALLEGED FORGED \$50 NOTE

Before Mr. G. A. A. Macfadyen at Central Magistracy yesterday, Lo Nam-sau was charged with having uttered a forged \$50 note of the Hong Kong and Shanghai Banking Corporation with intent to defraud.

Defendant, 47 years old, an electrician was represented by Mr. T. P. K. Kemble. The complainant was Wong Chiu, salesman at the Ming Fung Electrical Shop of 145 Des Voeux Road Central.

At about 7.30 p.m. on March 23, Detective Sergt. Baldwin stated, defendant was alleged to have handed a \$50 note to Wong Chiu, salesman of the Ming Fung Electrical Shop of 145 Des Voeux Road Central in payment of \$3.25 for goods purchased. On that day that was the only \$50 note received by complainant and he handed it to a folk who next gave it to the accountant. The accountant handed the \$50 to the cashier or the firm, who found the note to be a forgery. Defendant's address was known to complainant and subsequently he was arrested. When arrested, defendant said that he did not know that the note was a forged one and that it was given to him by a man by the name of Kwong Shun.

In conclusion, Sergt. Baldwin stated that Kwong Shun could not be found, and defendant's address was known to the complainant, because, he (defendant) was also in the same business and used to buy things from the latter's shop quite often.

After evidence was produced in support of the outline of the case, Mr. Kemble submitted that he had no case to answer, and that his client had not the least intention to defraud. If defendant had any knowledge that the \$50 note was forged, he would have gone to some shop that was unknown to him. Mr. Kemble submitted also that there was not enough evidence to convict defendant.

His Worship agreed that there was not sufficient evidence to convict defendant, and accordingly discharged him.

DUMPING BODY OF CHILD

For unlawfully moving the dead body of a male child without the written direction of the Registrar of Births and Deaths, a Chinese named Pun Yun, aged 32, was fined \$20 by Mr. Macfadyen at Central Magistracy yesterday.

Sub-Inspector O'Connor who prosecuted stated that about 7 a.m. on Sunday a Sanitary Department coolie was on duty outside No. 2 Pat Tze Lane, when he saw the defendant dumping the body of a small child outside the house. He made a report to a constable, who made enquiries at the house. The defendant admitted that he had just dumped the body of his small son.

Defendant admitted the offence, and pleaded that he had just come from the country and did not know the regulations.

BANISHEE GAOLED

Charged before Mr. W. Schofield at the Central Magistracy yesterday with returning to the Colony from banishment, Tsol Chung-It, unemployed, was sentenced to nine months' hard labour.

Accused, who was banished from here two years ago for a period of 10 years, pleaded not guilty saying that he was just passing through the Colony.

On being informed that accused was arrested in First Street, His Worship said: "He did not seem to pass through the Colony in a hurry."

SNATCHER GAOLED

For snatching a handbag from Mrs. D. P. J. Lopes, of No. 21, Granville Road, on Saturday, Lam Tak-cheung, aged 27, unemployed, was sentenced to six months' hard labour by Mr. Macfadyen at the Central Police Court yesterday.

Detective-Sergeant Gild stated about 7 p.m. on Saturday night the complainant was walking with her daughter along Des Voeux Road, near the Central Fire Station, when the defendant came up and snatched the bag from under her arm. The culprit was chased and caught by a Chinese in Jubilee Street.

The Magistrate, in sentencing the defendant, commented that he was "a very smart" man, and that he was "a very smart" man, and that he was "a very smart" man.

TRAFFIC SUMMONS FAILS

Mrs. M. H. Roffey was the defendant in a traffic summons before Mr. W. Schofield at Central Magistracy yesterday.

The summons was that of "not driving with due care and caution on March 7 at 12.40 p.m." The car concerned was private car No. 1848.

Traffic Inspector Saunders prosecuted. Pte. Weaver, guard on duty at the Government House entrance was the complainant.

The complainant giving evidence stated that he was on duty at the entrance of the Government House on that particular day when at about 12.30 p.m. when defendant's car nearly knocked him down. Defendant's car was coming up the hill and was overtaking another car, and witness's back was towards the road. Witness was nearly knocked down before he turned round and saw the car pass him. Witness said that the car was travelling at about 25 miles per hour. Witness then took the car's number.

Cross-examined by defendant, witness admitted that he had heard the horn sounded.

Cpl. Molloy, in charge of the guard, at the Government House entrance said that he heard the horn warn the last witness to stand back but he (last witness) was authorised to do his best at that particular spot, so he could not stand back. Defendant's car was quite near last witness.

Defendant stated in the witness box that she was not aware that she had been offending the traffic rules until she received the summons from the Police. She said the road was quite wide, and she would have noticed it if she had nearly down complained.

His Worship agreed that it was a pretty wide road, and that it was quite difficult to believe that defendant's car was so near the complainant, although he presumed that the latter was given a start.

Mr. Schofield then discharged defendant.

COMMITTED TO SESSIONS

A highway robbery on March 12 at about 7.30 p.m. when a married woman named Chan Sze was robbed of a gold bangle after having been struck in the eye when walking near Shantung Street, had a sequel at the Kowloon Magistracy yesterday when the charge was preferred against Lal Chi a 23 year old employed Chinese male.

Outlining the case Detective-Sergt. Kennedy said that the complainant is a married woman living with her husband and niece at No. 978 Canton Road. On March 12 she left the house accompanied by her niece at 5 p.m. and had dinner at No. 569 Nathan Road. She left the place at about 7.30 p.m. accompanied by her niece and when near the junction of Shantung Street, and Canton Road the defendant came up and struck her a blow in the eye and snatched at the bangle from her wrist. A hue and cry was raised and she gave chase. A member of the St. John Ambulance brigade named Chan Ping King intercepted the defendant who struggled and got away. Defendant ran along Reclamation Street and there a Chinese detective and a district watchman joined in the chase and apprehended the defendant. When searched half of the gold bangle was found in defendant's right hand.

Dr. Bee Hest Teck gave evidence of the injuries of the complainant's eye which were consistent of having been inflicted with a flat. After further evidence was taken, defendant was committed to take his trial at the next Criminal Sessions.

DISPUTE OVER WAGES

Following a dispute over wages at the new site of the Central British School at Au Pui Ling, Kowloon City, a Hakka workman was alleged to have assaulted three tallymen, Li Kwong, Cheng Li and Leung Ki. He was brought before Mr. Wynne-Jones at Kowloon Magistracy yesterday but was discharged. His Worship remarked that the evidence given by the witnesses did not implicate him in the alleged assault.

It was stated that the trouble occurred on March 27 when about 200 workmen became angry on not being paid their weekly wages and demanded that the superintendent, Mr. Affamson, of the Eastern Municipal and Construction Company, go to the Police Station to guarantee their being paid their money.

DONATIONS

Sir William Peel Fund

The following donations to Sir William Peel Fund for the Protection of Children, have been received:

Name of Donor	Amount
Previously acknowledged	\$10,910
Mr. and Mrs. A. P. Pereira	10
Mr. Ng Chak Wah	50
Mr. Fook S. Ko	50
Mr. Fong Mui Chuan	25
Mr. Lo Wing Kit	50
Mr. Shu Wai Man	25
Mr. Li Fai Yin	25
Mr. To Ki Cheung	25
Mr. Ngan Shun Chi	25
Mr. Kung Ping	25
Mr. Hong Nin	25
"Euro-American Returned Students Union"	25
"C.T.K."	25
Mr. and Mrs. W. G. Clark	50
Mr. Horace Lo	50
Mr. G. R. Nash	50
Hon. Mr. W. H. Bell	100
The Hong Kong Land Investment & Agency Co., Ltd.	100
	\$11,800

"IN MEMORY"

The Society of St. Vincent de Paul acknowledges with grateful appreciation and thanks the receipt of the following donations to the Society's Funds in memory of the late Mrs. Sara Leonor De Sousa Alvares.

From various friends per G. A. Noronha, \$11.
From various friends per J. D. Marques, \$10.
From various friends per H. A. de Figueiredo, \$8.

On the way to the station about twenty of the mob, it was alleged, became involved in a fight, and the defendant was alleged to have assaulted the three tallymen.

Li Kwong, one of the complainants, stated that the workmen were paid once a week, on Wednesday, in the afternoon. They had not been paid the previous Wednesday, and on March 27 they were due for fourteen days' wages. Witness did not know why they were not paid.

Replying to His Worship, Mr. Affamson stated that all the workmen were now paid.

In discharging the defendant, His Worship advised Mr. Affamson to tell his manager to pay the men regularly in future, and not to keep them waiting.

MOTOR FATALITY RECALLED

The circumstances surrounding the death of a 15 year old Chinese boy, Chuk Poon Kong who died as a result of injuries inflicted when knocked down by private car No. 2383 driven by Mr. G. A. Bond of Lane Crawford Restaurant, on March 4 at about 7.20 p.m. along Nathan Road, formed the subject of an inquiry at Kowloon Magistracy yesterday, when Mr. J. H. B. Lee set, as Coroner, assisted by a jury comprised of Messrs. E. R. Childie (foreman), C. A. Goldenberg and S. Oland.

Inspector Nichol watched the proceedings on behalf of the police. Evidence was given by the deceased's father, Chuk Wing On, regarding the identification after which Dr. G. V. A. Griffiths deposed to the post mortem examination. The cause of death, witness said, was shock and haemorrhage, following the injuries.

Traffic Sergt. T. McInnis testified to the examination of the car which was a Ford V8 Roadster. Witness said that when he drove the car he found the brakes in good order and travelling at a speed of 20 m.p.h. the car pulled up at 23 feet when the foot brake was applied.

DRIVER'S EVIDENCE

G. A. Bond the driver of the car stated that on March 4, while proceeding along Nathan Road at about 10 to 15 m.p.h., when near the locality between Granville Road and Cameron Road he suddenly heard sound of broken glass and felt a bump simultaneously.

He stopped and circled round and when he got out of his car found a Chinese male injured on the road. Before witness heard the sound he did not see anyone running across the road. The place was very "patchy" at the time. Some spots were bright and others dark which might have been caused by the shadows of the trees about.

The reason why he was driving at such a slow speed was that he had in the car his father who

OBITUARY

Mr Elphinstone Laid To Rest

The funeral took place yesterday at the Roman Catholic Cemetery of the late Mr. J. A. M. Elphinstone, who died a victim of rabies, on Sunday at 3 a.m. at the Kowloon Hospital.

Rev. Father L. M. Rossi officiated at the graveside and the chapel. Mr. Elphinstone was only 25 years of age, and before his demise he was on the staff of the Advertising Publicity Bureau. He had no close relations in Hong Kong, his father being in Formosa at present.

Among the large number of people who attended the funeral were:

Messrs. H. C. Bast, D. O. da Silva, R. Blyth, F. Giff Ewing, I. Hammann, J. Van der Lely, W. Field, Officer Commanding Emergency Units, Police Reserves, Feroz Ali, D. L. King, Superintendent, Police Reserves, W. Gardner, A. J. Rapis, F. E. Nash, A. Trambitzky, W. S. Cheang, N. Broadbridge, M. Riveira, Sub-Inspector Hunt, Insp. McLellan, Mr. P. Grant, A.S.P., Chief Insp. Murphy, Insp. Chow Yu Ting, representing Chinese Reserves, Sergts. Mallet, Loughlan, Scott, Simpson, Blackburne, Groves, Rogers, of the H.K. Police, Sergts. Bendall, Murray, Emergency Unit, and others including many ladies.

A wreath from "His Loving Father" was lowered into the grave with the coffin. Other wreaths received were from:

Inspector General of Police, M. R. Iglesias, Consul General of Peru and family, Mrs. M. S. Williams and family, Mrs. Waller and family, Mr. P. K. Kwok and family, Mrs. L. Broadbridge and family, Mrs. Bogdatsky and family, Mr. and Mrs. H. Gittins and family, Mr. and Mrs. R. H. Kotewall, Mr. and Mrs. W. Field, Mr. and Mrs. Marlotte, Mr. and Mrs. R. Dunlop, Messrs. Tso Tsun On, R. H. Waller, B. C. Randall, Ho Kai Suet and Cheung Wye Sam, A. W. Mooney, F. C. Mooney, D. L. King, Feroz Ali, A. A. Seth, M. R. Frapata, N. Stradmoor and L. R. Dixon, W. Broadbridge, F. Samy, F. A. Peterson and G. S. Ladd.

Ellen, Currie and Grace, Dan Dolly and Jerry Laddie.

Messrs. Himly Limited, Domestic Engineers, Ltd., The Diocesan Boys' School and Staff, Hong Kong Police Reserve, Flying Squad Hong Kong Police Reserve, Chinese Company, Hong Kong Police Reserve, Indian Company, Hong Kong Police Reserve, Sergeant's Mess, Water Police Station and others.

BITTEN BY PUP
The pup that is alleged to have bitten Mr. Elphinstone was brought to the Dogs Home at 8.30 a.m. on February 26. The pup was about eight weeks old and the owner said that he did not want it.

The pup never got beyond the disinfecting room of the Home and was sent to be destroyed in the afternoon. At no time while at the Home, did it come into contact with any other dog and it showed no signs of any disease.

It was destroyed because it was not wanted by the owner and was unlikely to find a satisfactory home.

came out of the hospital that day with an open wound.

The boy was subsequently removed to hospital.

After this evidence Inspector Nicol informed His Worship that was all the evidence he could offer for that day is Mr. Bond, the father of the last witness, was sick and Mr. Edward A. Sealey, purser of the President Lincoln was away and would not be back till July.

His Worship accordingly adjourned the enquiry sine die.

Cheung Yuk-kwai, aged 18, a fish-monger, was bound over in the sum of \$25 for a period of six months, when he appeared before Mr. Macfadyen at the Central Police Court yesterday on a charge of assaulting Yu Hung, a shop fold at Hollywood Road. Sub-Inspector O'Connor stated that defendant alleged that complainant and some other men assaulted him at the Tai Ping Theatre at 7.15 p.m. on Saturday. The next day about 11.30 a.m. the defendant saw the complainant and struck him.

Tsol Chung-It, unemployed, was sentenced to nine months' hard labour by Mr. W. Schofield, at the Central Magistracy yesterday, for having returned from banishment. Defendant was banished for a period of ten years, last year and he was arrested in First Street, West Point, on information. He said he was passing through Hong Kong on his way to Swatow.

CORRESPONDENCE

(All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so directed, but as evidence of good faith.—Ed.)

The Flower Day

(To the Editor, "The Hong Kong Daily Press")

Sir,—On behalf of the officers and members of the Women's Auxiliary of the Society for the Protection of Children, I am writing to express, through the medium of your columns, our grateful thanks for the splendid support given by the community generally to the Flower Day on Saturday, March 30, which has resulted in such a handsome sum being raised. This practical endorsement of the work of the Society is deeply appreciated, and will encourage us in our activities on behalf of the poor and needy children of the Colony. Sincere thanks are also due to Mrs. Langley, Mrs. Phillips, Mrs. Buyers, Miss Yvonne Shenton, Miss Taylor, Dr. Katie Woo, Miss R. Small, and Miss Atkins for taking charge of districts; to all helpers who assisted in the street sales; to the St. John Ambulance Brigade for the loan of collecting trays; to the Hong Kong branch of the British Legion, for loan of collecting tins; to the Committee of the Helena May Institute for use of rooms, storing flowers, etc.; to the Head of the Sanitary Department for use of the Sanitary Board Room as Headquarters; to Mr. Ingram, of the Y.M.C.A., for use of room as Headquarters; to the Press for valuable publicity; and to all who in any way assisted to make the Flower Day such a success.—Yours, etc.

MAY HICKS,
Hon. Secretary,
Women's Auxiliary.
Hong Kong, April 1.

A QUERY

(To the Editor, "The Hong Kong Daily Press")

Sir,—I wonder if I could be enlightened why some of the European ladies entering the Sookun-poo Army football field yesterday and previously, were allowed to do so free of charge, when the Chinese ladies had to pay \$1.

From what I have learned, admission for ladies is by courtesy. I should certainly be glad to know if it's true, and through the medium of your esteemed paper, I hope I shall be enlightened.

Thanking you for your valuable space and enclosing my card—Yours, etc.

Hong Kong, April 1.

DRY AND SUNNY

Then Cloudy And Wet!

The month opened with a spell of cloudy weather, during which occasional falls of drizzle were experienced. An improvement took place on the 10th, and from that date until the 20th the weather was warm, dry and unusually sunny for the time of year. The last ten days of the month were mainly cloudy and wet; a fresh burst of the N.E. monsoon brought very cool weather, during the 29th to the 31st.

The mean temperature for March was 66.1°F, which is 3° more than the normal. The maximum of 82.2° recorded on the 19th is only 0.9° less than the maximum ever recorded in March. The minimum temperature, 55.6°, was not reached until the last day of the month.

Sunshine amounted to 106.8 hours, against a normal of 95.2 hours. Of this total, 80 hours were reached during the fine spell of the 10th to the 20th. The mean relative humidity was 83%, which is normal.

Strong monsoon winds were experienced on the 20th and 30th, a maximum gust of 56 m.p.h. being recorded at 5.37 a.m. on the 20th. The small thunderstorms paged over Hong Kong on the night of the 30th-31st; thunder rarely occurs during such cold weather.

The total rainfall for the month was 4.67 inches, which is 1.73 inches more than the normal. The greater part of this rain fell during the last 10 days of the month. Up to midnight on March 31st the total rainfall for the year was 4.61 inches, against a normal of 4.66 inches.

CHINESE FRIENDS PAY HOMAGE

Lady Southorn Honoured

Lady Southorn, O.B.E., was the guest of honour at a tea party given by her Chinese friends at the Hong Kong Hotel yesterday in honour of the conferment on her by His Majesty the King of the Most Excellent Order of the British Empire.

The Hon. Dr. R. H. Kotevall presided in the absence of Sir Shou-son Chow, and there were over 400 people present including Hon. Sir Thomas Southern, Sir Robert and Lady Clara Ho Tung, Hon. Sir William and Lady Shenton, Sir William Hornell, Mrs. E. H. Kotevall, Comm. Bianconi (Consul-General for Italy) Herr H. Gipperich (Consul-General for Germany), Mrs. O. C. Borrett, Hon. Mr. C. G. Alabaster, Miss R. Alabaster, Hon. Mr. N. L. and Mrs. Smith, Hon. Mr. Edwin and Mrs. Taylor, Hon. Dr. S. W. and Mrs. Tso, Hon. Mr. J. P. Braga, Hon. Mr. T. L. Chau, Hon. Mr. R. M. and Mrs. Henderson.

Mr. and Mrs. M. K. Lo, Mr. J. Owen-Hughes, Mr. Justice R. E. Lindell, Mr. D. W. Trautman, Mr. and Mrs. G. P. de Martin, Mr. and Mrs. G. R. Sayer, Mr. Wong Kwong Tin, Dr. Li Shu Fan, Mr. W. J. Carrie, Mr. T. M. Hazlerigg, Mr. and Mrs. J. H. Taggart, Miss D. Sawyer, Col. H. B. L. Dowbiggin, Mr. and Mrs. Alec Potts, Mrs. J. Litton, Miss M. Wop, Mr. and Mrs. D. Davies, Mr. and Mrs. A. Hicks, Miss Marion Wolfe, Mr. and Mrs. J. A. Fraser, Mr. and Mrs. A. W. G. H. Grantham, Mr. and Mrs. J. Harrop, Mr. and Mrs. H. Green, Mr. and Mrs. L. R. Andrews, Mr. and Mrs. J. W. Franks, Professor L. Forster, Mr. and Mrs. G. A. C. Herklotz, Rev. Tribbeck, Rev. N. L. Halward, Professor and Mrs. I. W. Gerford, Mr. and Mrs. R. A. D. Forrest, Mr. and Mrs. M. W. Lo, Mr. and Mrs. M. H. Lo, Mr. and Mrs. Horace Lo, Mr. Tam Woon Tong, Mr. B. Wong Tape, Miss Pearl Chow, Mr. Li Hoi Tung, Mr. Li Yik Mui, Mr. Fung Heung Chuen, Mr. Tang Shiu Kin, Mr. and Mrs. W. N. Thomas Tam, Mr. Fung Ping Fan, Mr. and Mrs. Fung Ping Wah, Mr. Li Tse Fong, Mr. Li Po Kwai, Mr. H. S. Mok, and Mr. and Mrs. Ngan Shiu Kwan.

HON. DR. KOTEVALL

After tea had been served, Hon. Dr. Kotevall and Lady Southorn went and stood in the middle of the dais where Dr. Kotevall, after apologising on behalf of Sir Shou-son Chow for his inability to attend owing to indisposition, said:

This is probably the largest party which, in the history of Hong Kong, the Chinese have organised to pay tribute to the recipient of an honour from His Majesty the King. (Applause) The reason for this remarkable demonstration of goodwill is to be found in the great esteem and admiration in which Lady Southorn is held by the Chinese. (Applause) They count her as one of their best friends—a friend whose personal efforts have largely helped in promoting understanding and concord among all sections of the community. (Applause) There are few of her social and charitable activities by which the Chinese do not benefit; there are certainly many from which the Chinese, by virtue of their preponderant numbers in the population, receive greater benefits than their fellow-citizens.

The services which Lady Southorn has rendered to the Colony are known to most of us. The public institutions with which she has actively identified herself are so numerous that I can mention only the more important of them. As President of the Hong Kong Women's International Club, of which she was the chief organiser, she has contributed in no small measure towards brightening the lot of working women. As Chairman of the Women's Auxiliary of the Society for the Protection of Children, of which she is also a Vice-President, she is taking a large share in the splendid work now being done by that institution in the interest of poor children.

Since 1923, she has been Commissioner of the Hong Kong Girl Guides, after having for some years held a similar position in Ceylon. To what pitch of efficiency she has brought this organisation we all know.

She has shown practical interest in art, literature, higher education, and sport by accepting the positions of President of the Hong Kong University Arts Association, Vice-President of the English Association, and President of the Hong Kong Ladies Hockey Club.

MANY ACTIVITIES

Though no longer President of the Hong Kong Benevolent Society, or of the Helena May Institute, or of the Ministering Children's League, her work on behalf of these three institutions is no less keen and valuable than it was when she held those offices. (Applause)

That Lady Southorn's activities extend beyond the confines of this Colony is shown by the fact that she holds the by no means sinecure position of Vice-President of the Hong Kong Branch of the Overseas League. That her all-embracing sympathy takes cognisance of the lowest and most unfortunate is proved by her acceptance of the office of Patron of the Sheklung Leper Committee, by her rescue work among the unfortunate women at Yaumati, and by the reforms which she has been instrumental in introducing in the local prisons for the benefit of women prisoners. (Applause)

Ladies and gentlemen, this list is by no means complete, but is long enough to give an indication of the heavy social and civic duties which Lady Southorn has set herself to perform as a labour of love. It is also an indication of her splendid courage, indomitable spirit and large humanity.

If you will analyse Lady Southorn's activities, you will find that they touch the corporate life of the community at almost every point. The marvel is how she has found the time to do all this work, and to do it so well. I think that the secret of her success lies in her wonderful ability to enlist willing co-operation from others, her sense of humour, and the thought that to be able to inspire, to help, and to ease the way for others, is the way to real happiness.

"A MINISTERING ANGEL"

I find it difficult to summarise in a few sentences the nature of Lady Southorn's work, her accomplishments, and the charm of her personality. Certain remarks which I made about her at a recent meeting of the Rotary Club, when she spoke on the subject of the work of the Girl Guides, seem to me to get nearer to the mark, and I therefore hope that you will pardon me for repeating them. I have said: "As a speaker, Lady Southorn has few equals in the Colony. As a writer, she holds an unchallenged position in her favourite form of literary expression—the short sketch, deftly and artistically done, a thing of beauty and fragrance. As a social worker—well, I do not think I can better describe her than with the epithet once given to her by a friend, 'a ministering angel.' Lady Southorn brings sunshine wherever she goes. No good deed is too big or too small for her sympathetic attention; and it is a marvel to me how she gets through all her work, and gets through it with such efficiency and success. The Commissioner of the Girl Guides is but one of a long list of her public and charitable activities, any one of which may be enough for the energy of an ordinary individual."

Genius for Friendship

To this thumb-nail sketch I would add another trait of her character—a trait which stands out grandly above all the others: her genius for friendship. The number of Lady Southorn's friends every section of the community is legion. She makes friends with high and low, rich and poor. The rich man in his castle, the poor man at his gate, is each equally at home in her presence. That is why she is so greatly liked and admired by her Chinese friends. That is why they come together to-day to do her honour. To her I now say, on behalf of both guests and hosts, how much we rejoice with her and with Sir Thomas Southern in the honour which His Majesty the King has conferred on her, and at the same time to say to her, "Thank you." (Applause)

LADY SOUTHERN

Lady Southern expressed her very great regret at the absence of her friend Sir Shou-son Chow owing to indisposition, and her wishes for his speedy recovery and said—

(Continued on Page 11)

TWO LINKS

With The Empire

The Singapore papers just received give the story of Air developments projected as a result of the recent visit of Air Ministry and R.A.F. officials to Hong-Kong.

More and more it becomes apparent that events are forcing Hong Kong into the fore-front of Pacific affairs.

One hopes and would like to believe, that all who have at heart the progressive improvement of business and cultural relations between the British and Chinese people, whether they live here or at home, will see that Hong Kong is ready to play its part in the onward and irresistible march of events.

One result must be to draw Hong Kong and Singapore closer together. At present their only bond is that of interport sporting encounters, but a little thought will show they share mutual interests on quite a considerable scale, and they are such as lend themselves to considerable expansion, greatly to the advantage of British trade with the Chinese.

Just as the magnificent Sydney Harbour Bridge existed in the minds of a few before pen was put to paper to bring it into concrete form, so the manner in which Anglo-Chinese interests can best be worked out for the mutual benefit of both, and of the rest of the world, must be thought out long in advance.

A Poor Relation

One of the first needs is a widening of mental horizons to envisage what is meant when relations with the Chinese are discussed.

Too long has China been discussed as if it centred round Shanghai, alone, Hong Kong occupying the position of a poor relation. A nice quiet place to retire to when over-wrought by the hectic life of the great metropolis.

Let us glance at the facts. The business and commerce of China is very largely in the hands of Chinese born in the Southern provinces. Although they have emigrated to Shanghai and contributed largely to the building up of the great wealth and prominent position of Shanghai, they have also emigrated to Siam, Malaya and the Dutch East Indies.

In these rich areas they have likewise contributed very greatly to their development, and in Malaya particularly, it is no exaggeration to say that it is impossible the country could have reached its present prosperity without the Chinese. To-day they form nearly half the total population, but they possess a very much greater percentage of the buying power and of the control of that country's total business.

And, be it remembered, every one of them is a native of the part of China lying within a short distance of Hong Kong.

Now what does that mean from a practical point of view when trying to visualise the future developments of Anglo-Chinese relations?

Without doubt the most important fact is that the British merchant in whatever part of the Empire he resides, must reorientate his ideas of where his China market is, and of what it consists. He must shed his habit of thinking of it in terms of territory, and consider it rather in terms of people. People are markets—not territory.

To-day one of his markets in China is that of the Southern Chinese, and the Southern Chinese market consists primarily of the people in the provinces of South China and of Malaya, and of all that area reached through the British ports of Hong Kong and Singapore.

Thus visualised, how largely market of the Southern Chinese in the schemes of trade development between the people of the British Empire and the Chinese.

History Repeating Itself

It is interesting to recall that at one time in the early history of Hong Kong it was intended that the Governor of Hong Kong should be the representative of the British Government in China. Is it beyond the bounds of possibility that once again Hong Kong will play a far more important role in cementing relations between these two great trading people, the British and Southern Chinese, as one of the principal seats of official British representation?

A second point that must arise when it becomes more widely recognised that Hong Kong and

LETTERS FROM KOWLOON CITY-NO. 1.

Those Shatin Mirrors

The centre of Hong Kong haute-mond has shifted to Fanling. If you are a cynic and don't like the adjective, you must at least admit that they do their best to qualify for it by scrambling as high as they can up the nearest hill every night. So they are haute in one sense if not in the other. Incidentally you may have noticed this summer that they tire themselves so, doing this in the warm weather, that they are a little prone to make any disturbance of their nightly slumbers a criminal offense.

However that is by the way, the centre of the "Haute Monde" has shifted to Fanling as I said and so now is the time to tell the story of the Shatin Mirrors. Not of course the inside story, why they were put up without the railway knowing anything about it, or why the department responsible did not take away the bank that blocks the view and makes the corner dangerous and use the stone out of it for road repairs, as they promised they would, and so avoid all this expensive nonsense I am going to tell you about, because, as I explained once before to you, Magna Charta not applying in Hong Kong, it would not be enough to justify libel here if I proved that it was true and to the general advantage that it should be made public, so you will have to be content with a simplified story till I come home and can give you the real one.

There is a corner at Shatin and a level crossing. It is a blind corner coming from Hong Kong. That is, though you have driven along the railway for over two miles and know whether there is or is not a train coming from Hong Kong, you can't see whether the gates are open, and of course you can't see if there is a train coming from the Fanling direction. However that is allowed for. There is a sign telling you to go at ten miles an hour, though a level crossing sign is all that is needed. Still it serves the same purpose.

Coming from Fanling, you need no sign at all, because you have seen along the line in both directions before you get to the level crossing, that is you have if you have kept your eyes open. However let us suppose you have not. Still as you know whether there is or is not a train coming from the Fanling direction because, as in the other case, you have been driving along the railway line, though not for so long, all you really need is a level crossing sign or its equivalent and as you have another ten miles an hour sign as well as a level crossing sign on this side of the corner, you should have no complaint. Of course I will admit that in both cases, it would be nice, if, as you got to the level crossing, you could see along the line you hadn't been driving along and didn't know all about, but it isn't necessary and it wouldn't be easy to arrange without taking some of the bank away.

Singapore are but the northern and Southern entry ports of one territory, is the question of the varying exchange between the two places and its effect on the business of merchants abroad and here. And on this subject we cannot do better than quote Mr. W. F. Spalding, who contributes regularly such enlightening articles to the "Times" trade and engineering supplement, in London.

As a result, he says, of Hong Kong being on a silver basis and Singapore on sterling, a position arises "that many firms in the United Kingdom entirely fail to comprehend." When silver and the Hong Kong exchange falls, Singapore dealers place their orders with Hong Kong rather than London, with a rising silver, and exchange market, Hong Kong dealers order from Singapore rather than from Hong Kong. Importers who probably ordered stocks many weeks before at an exchange rate less favourable to dealers than that obtainable on Singapore at the moment stocks are required, thus much business passes by Hong Kong, when its dollar appreciates, undoubtedly contributing to the depression.

The Remedy

The remedy for this, Mr. Spalding says, is for British firms both abroad and in the east to have an office in both places, so that they would at least have the satisfaction of knowing that what

Now when the department concerned did not take away the bank as they had promised, someone went and told them that this level crossing was still blind. And when they asked what does that mean, because you see they aren't very clever and every thing has to be explained very carefully to them. They were told "you can't see round it."

It was a pity that that was said because they knew you could see round a corner with the help of a mirror, and this idea grew in their heads till it became like a great white light and so they went "Themselves" and "bought" two mirrors. Only as that meant going up and down this hill they live on twice in one day, they were too tired to go out to Shatin and see for themselves, and so they just said to someone "Take these mirrors to Shatin and set them up and then the corner won't be blind any more." And so they were set up. Only they were set up so that if you could see anything in them, (which you can't) you would see the railway line along which you have just driven, and about which you know all you want to know by the time you get to this corner and so the corner is just as blind, in fact, as you shall see, blinder than it ever was.

When I said, in parentheses, in the last paragraph, that you couldn't see anything in these mirrors, (they are rather cheap wiggly mirrors like they have in Coney Island in America, to make people laugh. Coney Island, not Coney Hatch), I was wrong because you can; in daylight you can see yourself and your car and that is very interesting for some people and would be good for them if these mirrors were magic mirrors instead of a pain in the neck and they could see themselves as other see them. However they aren't magic mirrors, but don't worry too much about that because magic or not they are quite likely to have a sufficiently startling effect. Though you can see yourself and your car in daylight, as I said, at night you only see your headlights and as you see them very suddenly as you come round the corner, and as the railway have a gate there which doesn't allow for much swerving, by and by they will have to take these mirrors down and sell them to pay for new gates for the railway, (the insurance companies will pay for the rest of the damage I suppose).

I am afraid this is all you can hope for from these mirrors, but it must happen soon, because a wee Chinese boy, who must have been a very low life, threw a stone through one of these mirrors, the day after it was set up, and if by and by he gets still more sense or is able to lift larger stones they won't be able to sell the mirrors for enough to pay for new gates, and the gates will have to be raised.

came out of one pocket would go into the other pocket of the same firm rather than into the exchequer of "someone else"—as is the case when there is a branch in other parts of China, both being on a silver currency.

Thus we begin to see, from using only these two examples, what great changes are likely to take place in British trading methods within the time that the majority of people now in Hong Kong are still in active service.

The Future
Such changes do not take place suddenly. They start imperceptibly, gathering momentum and becoming noticeable to a larger and still larger circle of people, until they are accomplished. In this way many such changes are taking place before one's eyes, and we in Hong Kong, sitting on the unwillingly must recognise this fact, and adapt ourselves accordingly.

The coming of Imperial Airways is one such change. The holding of the British Empire & China Trade Fair is another. Linked together in the common purpose of opening up and improving business relations and trading opportunities between the British and Chinese, both enterprises are contributing towards the awakening of Hong Kong to a better realization of her destiny as the outpost of the British Empire on the Pacific.

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NOTICE

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NOTICE

As from April 1st, 1935, five-cent second class fares will be introduced on Routes Nos. 1 & 5, and routes will be extended as follows—

Route No. 1—from Blake Pier to Eastern Street via Connaught Road, Central & West, calling at Yaumati Vehicular Ferry Pier.

Route No. 2—from Blake Pier to Yaumati Vehicular Ferry Pier via Connaught Road Central.

Route No. 3—from University to Blake Pier via Pokfulam Road, Queen's Road West and Central and Pedder Street. (Note: This will be a circular route of eight sections. The fare for the first five sections will be 10 cents and for the whole circular route 15 cents.)

Route No. 4—from University to Blake Pier via Bonham Road, Caine Road, Garden Road, Queen's Road Central and Pedder Street.

(This will be route No. 3 taken in an opposite direction and fare same as on Route No. 3.)

Route No. 7—from Eastern Street to Yaumati Vehicular Ferry Pier via Connaught Road West and Central.

MONTHLY TICKET HOLDERS please note that they will be entitled to travel on—

- (1) Route No. 3a between Blake Pier and University;
- (2) Route No. 6 between Blake Pier and Langan School (Stubbs Road);
- (3) Route No. 7 between University and Yaumati Vehicular Ferry Pier;

in addition to Routes Nos. 1, 2, 3, 4 and 5.

CHINA MOTOR BUS CO.,
LIMITED.

NOTICE

NOTICE IS HEREBY GIVEN that Colonel Lennor Godfrey Bird, D.S.O., O.B.E., has by mutual agreement retired from the Firm of Messrs. Palmer & Turner, Architects and Civil Engineers, as from the 31st day of March, 1935, and that his interest and responsibility therein ceased as from that day.

Dated the 1st day of April, 1935.

PALMER & TURNER.

NOTICE

NOTICE IS HEREBY GIVEN that as from the 1st day of April, 1935, Mr. John Archibald Ritchie has been authorized to sign for the firm of Messrs. Palmer & Turner per procreation.

Dated the 1st day of April, 1935.

PALMER & TURNER.

THE HONG KONG, CANTON AND MAOAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the ONE HUNDRED AND FIFTEENTH ORDINARY MEETING of Shareholders in the Company will be held at the Office of the Company, Queen's Building, Victoria, Hong Kong, on WEDNESDAY, the 10th April, 1935, at 3 o'clock p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and re-selecting Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 4th April to the 10th April, 1935, both days inclusive.

By Order of the Board of Directors,
H. DA LUZ,
Acting Secretary.
Hong Kong, 19th March, 1935.

ADVERTISEMENTS

UNION WATERBOAT CO. LIMITED.

NOTICE TO SHAREHOLDERS

THE THIRTIETH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Office of Messrs. Dodwell & Co., Ltd., on WEDNESDAY, 3rd April, 1935, at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of Accounts to 31st December, 1934.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd March to 3rd April, 1935, both days inclusive.

DODWELL & CO., LTD.
General Managers
Hong Kong, 18th March, 1935.

THE HONG KONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on FRIDAY, 6th APRIL, 1935, commencing at 2.00 p.m.

The First Bell will be rung at 1.30 p.m.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 1st April, 1935.

NEW AIR ROUTE

Test Flight To Be Made

Hankow, Mar. 23.

Plans for the opening of a new air route between Szechuan and Yunnan by the China National Aviation Corporation are nearing completion. It is learned that a test flight will be made by the airplane "Kweiming" between Chungking and Kwenming (provincial Capital of Yunnan) on Tuesday next week. The "Kweiming" which is a new plane now being assembled in Shanghai will fly from there to Chungking on Monday next week. On the following day, it will fly direct from Kweiyang (provincial Capital of Kweichow). It is learned that if the test flight proves to be successful, the line will be formally opened early next month, but for the first few months, only mails will be carried.

(Chekiat Agency)

WEST CHINA FLIGHT

Food Plane's Success

Chungking, March 26.

Blazing a trail over West China, the new tri-motor Ford airplane of the China National Aviation Corporation landed here yesterday afternoon from Shanghai on the Shanghai-Hankow-Chungking Airway after completing the distance of 1,742 kilometers in a record time of 7 hours and 50 minutes.

The plane left Shanghai at 7.50 a.m. and arrived at Hankow at 11.30 o'clock. After an hour's interval, the plane proceeded westwards and landed here at 4.40 in the afternoon. Being equipped with modern radio facilities, the plane signalled the head office in Shanghai every 15 minutes and kept the latter informed of its position and whereabouts.

Weather permitting, the plane will fly to Yunnanfu, provincial capital of Yunnan, along the new Chungking-Kweiyang-Yunnanfu Airway.

Kuo Min

BUDGET DISBURSEMENTS IN GERMANY

(Special to the "Hong Kong Daily Press" (Copyright).)

Berlin, Mar. 31.

In the new law concerning the budgetary disbursements published on Sunday, the Finance Minister receives extended powers for providing financial guarantees for various purposes. The chief among these is to guarantee up to 200 million marks for the promotion of foreign trade, up to 100 millions for employment creation measures in connection with land reclamation, up to 8 millions for the promotion of German sheep-rearing wool production and 5 millions for providing working capital for the flax and hemp industry.

Transocean Kuo Min

BIRTHS
GILMOUR—On March 25, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. J. George Gilmour, 61 Macgregor Road, a daughter.

GREEN—On March 25, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. Arthur Green (nee Helen Stone), a daughter.

ROYSTON—On March 24, 1935, at Sourabaya, Java, to Mr. and Mrs. W. Stuart Royston (nee Vera Hopkins), a son.

DEATHS
SUTTERLE—On March 26, 1935, at his residence, 52 Rue Massenet, Frederick William Sutterle, aged 75 years, President of the China Realty Company.

LOPES—On March 24, 1935, at the General Hospital, Shanghai, Leonillo Leonei (Nillo) Lopes, aged 72 years, the dearly beloved father of Augusto and Marie.

Editorial and Business Office: 11 Ice House Street, Tel. 30351.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 43, Fleet Street, E.C. 4

The Daily Press.

HONG KONG, APRIL 2, 1935.

NAVAL SECURITY

In the course of presenting the Naval Estimates, the First Lord of the Admiralty spoke, in one particular passage of his speech, with unusual warmth but it must be admitted that he had the best warrant for his indignation. The publication of the White Paper has brought in its train a storm of misrepresentation, partly deliberate and partly hysterical, the object being to "label the Government as a war-mongering government." No less a personage than a prominent Canon of Manchester Cathedral describes the White Paper as the reply to the Peace Ballot by "the armament makers, concession hunters and other moneyed interests, who pull the wires of our national life, and at whose command our puppet rulers dance." What then, can we expect of the ordinary political propagandists who make no profession of more than ordinary regard for truth? Among other things, this year's small increase in the Naval Estimates is designed to protect the food supplies of distinguished ecclesiastics as well as of their dupes, who may take their false political witnesses for Gospel.

Sir Bolton Eyres Monsell was moved to say that it was "wicked" to misrepresent Great Britain in the matter of defence, especially more so in respect of the Navy for no matter what statistics are chosen for the matter of comparison, the result is the same. While we have moved down the scale the other naval Powers have steadily shot up. There may be a certain amount of sentimental regret for our vanished sea supremacy but what actually causes the gravest concern is the menace of loss equality. Out of the three millions increase this year almost half of it will be spent on "modernising" the Navy, and in this connection we are but modestly following the steps of others who have thrust so well ahead. The shortage of modern cruisers ought to find the sensitive spot in public imagination. When the Socialist Government yielded points which were vital to British security just so that a Naval agreement may be secured, they made one of the most deplorable mistakes in the history of the country. As the First Lord said even if there were no other cruisers in the world we still must have a certain number not necessarily working with the main fleet but scattered all over the world to afford protection to our food supplies and commerce. No other Power is so dependent as Great Britain on sea-borne supplies and the difficulty of safe-guarding their passage in the narrow seas has been enormously intensified by the development of air forces. It will be seen, therefore, that so far from the British Government having a "war mongering" interest it is the highest British interests that the Naval Powers should agree to quantitative and qualitative limitations in every class of ship. And none can challenge that the principles laid down by Sir Bolton Eyres Monsell to govern British endeavour in Naval conferences have any object other than the prevention of war.

LADY TEACHER IN ACCIDENT

Miss Isabel Holland

The many friends of Miss Isabel Holland of the Diocesan Girls' School, Kowloon Tong Branch, will be sorry to hear that, as the result of a motor accident on Saturday night, the lady is now an inmate of the Kowloon Hospital. Enquiries at the institution last night, however, elicited the news that Miss Holland "had a comfortable day" and though her injuries are not regarded as serious, she will have her back X-rayed this morning.

COLLISION WITH BUS

According to a report made to the Police, a motor bus was travelling along Chatham Road at about 8.45 p.m. on Saturday night, and when it was approaching Granville Road, it came into collision with a rickshaw, travelling in the same direction. Miss Holland, who was the passenger in the rickshaw, was thrown to the ground but she did not appear to have sustained any serious injuries.

The following day, however, she was admitted to the Hospital where she has been under treatment ever since.

CHARGES AGAINST ALEX LESLIE

Falsification Of I.R.C. Accounts

Shanghai, April 1.

The Magistrate, Mr. C. H. Haines, at the British Police Court this morning, framed three charges of falsification of accounts of the International Recreation Club against Alex Leslie.

Defendant was not committed for trial. The case was adjourned until April 3 when he may be committed.

Reuter.

INDUSTRIAL REVIVAL

Kwantung Affairs Reviewed

(From Our Special Correspondent)

Canton, April 1.

The industrial revolution in Canton was reviewed by Mr. Luk Yau Kong, Secretary General of the Kwangtung Provincial Government, who spoke at the joint weekly memorial service this morning at the Chungshan Memorial Hall.

He said that industrial revival of Kwangtung was necessary, affected as it is by world-wide depression and internal calamities. Because of these adverse conditions, Chinese farmers are producing only seventy-five per cent. of their crops.

Mr. Luk went on to say that imports to China exceeded exports in 1933 by \$170,000,000. In view of these colossal figures, the government has to take steps to protect its industries. Kwangtung has plenty of raw materials owing to the mild climate, and cultivation yields better results here than in other parts of the country.

"There is political stability in Kwangtung now," Mr. Luk said. "In addition, transportation facilities in this province are good. These are good incentives for the promotion of industrial projects. At the same time, agriculture will be revived."

"The Agriculture Bureau is preparing seeds to be sold to the farmers and is also distributing powder to kill germs in the crops. As a further assistance to the farming people, a government factory for the production of fertilisers has been established. Every year, Kwangtung imported about \$4,000,000 worth of fertilisers, which are, however, not well suited to local conditions. The government fertiliser is more suitable for local conditions."

Mr. Luk then touched on the exploration of mines. Coal and iron mines are found, and even gold mine has been traced. Raw materials are needed for the production of iron and steel works in Canton. This project is based on the reconstruction plan of Dr. Sun Yat-sen. In fact, Mr. Luk said that all these plans are in accordance with the principles laid down by the late leader.

AMERICA AND THE WORLD COURT

"Waiting Dreams Unsatisfied"

The American Senate's decision on the question of entry of the United States into the World Court has demonstrated the hazards attaching to the proverbial pastime of chicken-counting. President Roosevelt, with the confidence born of his hold upon popular imagination, virtually entered the lists against the isolationists of his country. Led by Senators Borah and Johnson, they took up the challenge. Both in America and abroad, it was generally expected that the President's personality would carry him through. Within the space of weeks the United States would adhere to the Permanent Court of International Justice.

In Good Company

The only consolation, after the event, is that the misguided prophets erred in good company. It availed nothing that 52 Senators voted in favour of America's adherence and 36 against. The voice of democracy insists upon a two-thirds majority and that, in this case, was not obtained. So the World Court project went the way of America's entry into the League of Nations a decade and a half ago.

The first inclination may be to magnify the extent of this unexpected setback. It does not follow that President Roosevelt will be

unable to recover from the blow administered by his opponents. For the moment, however, instead of chickens he finds himself surrounded by shattered eggshells. It may take time to extricate himself from a sticky situation.

Rumour Busy
It can only be conjectured what the President hoped to do by the astute handling of those chickens. He was too wise to place all his cards on the table in advance. Rumour, of course, had been busy. It was noted that some of his recent references to the League of Nations had been not unfriendly. "If the President determines to bring America into the League," so it was freely asserted, "he will do so."

And now those waiting dreams must go unsatisfied. Whatever ideas the President may have had in his mind, he will hardly dare to repeat, in connection with the League, the experiment which failed in the case of the Court; not at least, until recent events have lost their sting.

Both the Court and the League, of course, will pursue their way, aided by that degree of American co-operation which already exists. If they have gained nothing as a result of the Senate's verdict, they have lost nothing. They will only have to wait a little longer for the attainment of universality.

GOLDEN MILLER TO SHIFT

Sequel To Failure In The National

London, April 1.

As a sequel to his failure in the Grand National, Golden Miller and other jumpers owned by Miss Dorothy Paget will be leaving trainer Eric's stables in Newmarket for other quarters. This does not necessarily mean that Miss Paget will not have any horses in future training under Eric's since she owns many flat racers.

It is understood that Miss Paget informed Eric after the Grand National that she was not satisfied with the training of Golden Miller, whereupon Eric replied that in view of her statement he must request the removal of Golden Miller and other jumpers from his charge.

Miss Paget refuses to confirm or deny the foregoing, but Reuter understands there is no doubt about its truth.

It is believed that Donald Snow, who already trains a few horses for Miss Paget, is taking over Golden Miller and other jumpers.

Reuter.

CHINA RAILWAY ADVISERS

Not Connected With Politics

London, April 1.

In the House of Commons today, Sir John Simon, replying to Mr. A. C. Moring, announced the departure to China of Brigadier-General Hammond and two railway experts who are expected to remain in China for four months to advise on reorganisation of railways. Brigadier-General Hammond's appointment was the result of entirely a spontaneous invitation by the Chinese Government and the mission represented an independent technical inquiry without any political association.

Reuter.

RESIGNATIONS IN GREECE

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages, Ordinance, 1891. Received, April 1, 4.30 p.m.)

Athens, April 1.

Finance Minister Pavlouglou and under-secretary Sayas, who had been connected with the premier's office, have resigned. Premier Triafaris declared the situation is still serious, but the government will meet the events with measures to be applied at once. It needed—

Transocean Kuo Min

NEWS SUMMARY

"Letters From Kowloon City—No. 1" is the title of an amusing article from a correspondent who signs himself "S." The articles deals with the "Shatin Mirrors"—so familiar to motorists who use that road round the New Territories. Page 7.

The Hon. Treasurer of Sir William Peel Fund for the Protection of Children acknowledges further donations to that very deserving cause. Page 6.

In an article on Hong Kong-Singapore trade, a correspondent draws attention to the important part the air route extension and the forthcoming Trade Fair are destined to play in the future of Hong Kong Trade. Page 7.

A highway robbery on March 12 at Shantung Street had a sequel before Mr. Wynne-Jones yesterday when Lai Chi was committed to the sessions. Page 6.

A motor fatality on March 4 at Nathan Road when a car driven by Mr. G. A. Bond knocked down a Chinese lad was recalled yesterday at the Kowloon Magistrate's when an enquiry into the circumstances surrounding the death of the victim, was held. Page 6.

A Chinese alleged to have uttered a forged Hong Kong and Shanghai Bank \$50 bill, was discharged by Mr. Q. A. A. Macfadyen, because there was not sufficient evidence. Page 6.

The funeral of the late Mr. J. A. M. Elphinstone, 25 years of age, who died on Sunday at the Kowloon Hospital, a victim of rabies, took place yesterday at the Roman Catholic Cemetery. Page 6.

Gunner Tom John Smith appeared before a Court Martial yesterday on a charge of failing to return to duty after his leave had expired. He was found guilty and sentence will be promulgated later. Page 11.

Lady Southorn, O.B.E. was entertained to a tea party by her Chinese friends at the Hong Kong Hotel yesterday in honour of the conferment on her, by His Majesty the King, of the Most Excellent Order of the British Empire. There were over 400 guests present. Page 7.

LOCAL AND GENERAL

The local dollar advanced a farthing on opening yesterday morning, the official rate being 2s. 0.1/8d.

A Dinner Dance will be held at Repulse Bay Hotel to-morrow night.

Only one case of cerebro-spinal fever was reported for the 24 hours ended on March 31.

A total of 512 inches of rain fell during the month of March, the heaviest fall (1.60 inches) being recorded on March 25. There were altogether 17 "dry" days during the month.

H.E. Admiral Sir Frederic Dreyer, Commander-in-Chief of the China Fleet Station, left for a visit to the West River yesterday aboard H.M.S. Falmouth. The Admiral will call at Canton on Wednesday and return to the Colony on Friday.

The Hankow Chamber of Commerce has asked the Ministry of Finance to take steps to check the large quantities of wheat and rice now being imported into China.

The Wush district educational and social welfare bureaux have jointly launched a "Read the Newspaper Movement" urging more people to read the daily press. An exhibition of various newspapers is now being held in the city, while posters are seen in all public places bearing the message "Read Newspapers."

Officers and men of the Sung-king Fire Brigade have resigned as a protest against the prosecution of several of their comrades who were accused of maliciously damaging an amusement house in that city. All the stations in Sung-king city have been closed while the officers and men have sent in their uniforms to the District Magistrate's Yamen.

ANGLO-SOVIET VIEWS COINCIDE

Plan For Co-operation In Cause Of Peace

London, March 31. Mr. Eden, who has been conducting negotiations with the Russian Government for the past few days, left for Warsaw at 10.45 p.m. today where he will carry on his Government's endeavours to assure all nations of security.

Mr. Litvinoff, the chief Russian figure in the parleys, and Lord Chilton, the British Ambassador at Moscow, together with high Soviet officials and diplomats, were at the station to bid Mr. Eden farewell.

The platform to the waiting train was carpeted and a picked guard of honour was drawn up along its length, while the Union Jack fluttered alongside the flag of Red Russia.

A little group of busy motion picture cameramen ground away to perpetuate the scene for thousands who have read of the Anglo-Russian talks, and who will want to see the principals.

In a brief broadcast address, Mr. Eden thanked the Soviet for its hospitality, and Mr. Litvinoff replied: "I wish you success. Your success will be our success now."

It was indicated that the Russian and British spokesmen understood one another and had at least reached firm ground in the formulating of a common policy for the preservation of peace.

RESULT OF TALKS

Moscow, April 1. The Anglo-Russian conversations have resulted in a plan for co-operation in the cause of peace on the part of the two Governments concerned, according to a communiqué issued by the Soviet Government to-day.

With the departure of Mr. Anthony Eden, who is now on his way to Warsaw, the communiqué was issued. It says that the conversations between him and Mr. Litvinoff, the Commissioner for Foreign Affairs, dealt with the principal elements of the international situation, including the proposed Eastern Locarno Pact, and the other questions set forth in the Anglo-French communiqué of February 3. The communiqué also drew attention to further developments and improvements in Anglo-Soviet relations.

Mr. Eden also exchanged views with MM. Stalin and Molotov, principal lieutenants of the Soviet chief. In the course of the conversations, which were conducted throughout in an atmosphere of complete friendliness and frankness, Mr. Eden informed Mr. Litvinoff upon the Anglo-German talks, just concluded. He agreed that these had helped to clarify the European situation.

With the British Minister's views, that in the present international situation it is more than ever necessary to pursue and endeavour to promote the building up of a system of collective security in Europe, as contemplated in the Anglo-French communiqué of February 3, MM. Stalin, Molotov and Litvinoff all agreed. They agreed also upon the necessity for conforming with the principles on which the League of Nations is based.

EQUAL SECURITY FOR ALL

The communiqué states that MM. Stalin, Molotov and Litvinoff emphasised the need of organisation of security for Eastern Europe, and declared that the proposed pact of mutual assistance was not aimed either at isolation or encirclement of any state, but at the creation of equal security for all the participants. Therefore, in the Russian view, participation in such a pact of both Germany and Poland would be welcomed as affording the best solution to the problem of security.

The representatives of British and Russian Governments were happy to note as the result of the full and frank exchange of views, that there was at present no conflict of interests between the two nations on any of the main issues of international policy. This, they believe, provides a firm foundation for the development of their fruitful collaboration in the cause of peace.

Each Government is confident that the other will recognise that the integrity and prosperity of peace is advantageous, and in so doing will govern their mutual relations in a spirit of collaboration and loyalty to their obligations as members of the League.

In view of these considerations, Mr. Eden and MM. Stalin, Molotov and Litvinoff are of the confirmed opinion that friendly co-operation between the two countries in the general work for the collective organisation of peace and security is of primary importance for the furtherance of the international efforts to his end.

MISGIVINGS REMOVED

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Mar. 31. The greatest optimism was displayed by the Sunday Press as regards the course taken by Lord Privy Seal Eden in Moscow, and its probable consequences, some papers even going so far as to express the anxiety at the possibility of a too warm friendship springing up between the Soviet Union and the Western countries with the result that France might have to assume obligations towards them which she only envisaged in connection with Russia.

The prospect of the termination of the traditional Anglo-Russian enmity in Far Eastern questions is one of the most important achievements in the Moscow conversations, states "Petit Parisien" which claims authority in stating that Litvinoff assured Mr. Eden that Russia had no inclination to attempt any Bolshevik experiments in the Far East.

Many misunderstandings have been cleared up, the paper goes on to say, and although nobody in Moscow would risk the assertion that England is prepared to enter into a pact of mutual assistance, it is believed that many British misgivings have now been removed.

Transocean Kuo Min.

ANGLO-POLISH MEETING AT WARSAW



Col. Beck, Polish Foreign Minister, will entertain the visitor at luncheon.



MR. ANTHONY EDEN

The World's Tallest Young Diplomat



Marshal Pilsudsky will have a long conference with Mr. Anthony Eden.

SECURITY IN EUROPE

Anglo-French-Soviet Conversations

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, March 31.

Considerable importance was attributed by the Press here on Sunday to the conversations which took place on Saturday between Mr. Laval and the British as well as the Soviet ambassadors. It is understood that the British Ambassador gave the French Foreign Minister some additional information concerning Mr. John Simon's visit to Berlin and acquainted him with the results of Mr. Eden's talks in Moscow.

M. Laval's interview with the Soviet Envoy, Potemkin, is said to have been chiefly concerned with diplomatic preliminaries to the Foreign Minister's journey to Moscow which has been planned for April 20. It is stressed in Press comments that a serious view is taken in responsible French quarters of Hitler's "wholly negative attitude" towards the proposed Eastern Pact which is raising a grave political problem since the Reich's signature to the Pact was originally regarded as the scheme's most essential feature.

It appears that the diplomatic negotiations are now centring on the question whether other Powers are to carry out the project with the proviso that Germany may join the pact any time she chooses.

Transocean Kuo Min.

GENERAL VON SEECKT

To Assume New Role

Berlin, March 30. According to reliable sources, Germany's military conscription programme will be carried out in the following manner:

On April 1 the class of 1915 will be called up, totalling 580,000 men in all 300,000 of whom will be kept with the colours;

The classes of 1901 to 1909 will be trained in short service periods, not exceeding eight weeks, in the course of the next few years.

The 1901 class will be called up on October 1, and another batch of the later class will be summoned to service on April 1, 1936.

Selection will be severe and extensive consideration will be given to married and professional men. It is now thought that the German armed forces will reach 750,000 men.

Preparations for the accommodation of the new army are well advanced.

The new defence law will announce the creation of a National Defence Council, in which the famous strategists, Field Marshal Erich Friedrich Wilhelm Ludendorff, and General Hans von Seeckt, former Chief of the Army and in charge of re-organisation of the Reichswehr in 1920-22, will be most influential members.

During the War, Field Marshal Ludendorff was Chief of Staff to Field Marshal von Hindenburg. General von Seeckt was Chief of Staff to the Third Army during the War and was, until recently, military adviser to General Chiang Kai-shek.

Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, April 1.

London Silver prices to-day were down 1/16 on "Spot" and unchanged on "Forward" as follows:

March 30 April 1
Spot..... 28-1/2 28-7/16
Forward..... 28-9/16 28-9/16

London on New York cross rate at 2 p.m. to-day was 4.7875 compared with 4.7925 at closing on Saturday.

THE BUDGET IN BRITAIN

Speculation On Prospects

London, April 1.

Speculation is already busy on the Budget prospects. In addition to ordinary expenses, the Chancellor of the Exchequer must find £10,500,000 more for defence and £5,000,000 more for the civil estimates not including Post Office subsidies, distressed areas, unemployment, sugar, beet, herring, milk and beef. Thus the total revenue needed is £730,000,000 to £735,000,000. On the other hand the business improvement last year promises increased yield from taxation.

It is calculated that the Chancellor of the Exchequer may budget £5,000,000 to £10,000,000 surplus. It is anticipated he will restore the remainder of salary cuts of state employees imposed in 1931, also allowances to the lower grades in income tax and possibly abolish the six-penny tax on cinema seats in view of the slump in the cinema business. Last year the financial showing was welcomed by papers of all shades.

It is emphasized that the debt redemption of £12,000,000 for which the Treasury was authorized to borrow was met from revenue. Thus the surplus is actually nearly £20,000,000.

America's Budget for the first nine months contrasted with a revenue of £270,000,000 and expenditure of £1,000,000,000.

The "Times" draws attention to the British expenditure as still too high "disquieting reflection since the 1931 expenditure was only reduced less than £35,000,000 despite a saving of over £80,000,000 in debt service."

MONGOL TAX DISPUTE SETTLED

Peiping, April 1.

Reliable Chinese sources state that the Mongol tax dispute has been amicably settled, but the terms are kept secret. The settlement was effected as the result of mediation by General Ho Ying-Ching.

Reuter.

LENIENCY FOR REBELS

No Death Sentences In Greece

[Special to the "Hong Kong Daily Press" (Copyright).]

Athens, March 31.

No death sentences were passed in the trial before the court martial here of 27 officers who participated in the recent revolt, the trial ending in the early hours of Sunday morning with the ten chief accused including Colonel Seraphis, one of the principal instigators of the insurrection, being sentenced to life imprisonment and loss of rank. Ten others were sentenced to 20 years' imprisonment, each while two were given two years and one got off with one year, four being acquitted.

All the accused with the sole exception of Colonel Seraphis signed the petition for pardon. The fact that the Court refrained from imposing the capital punishment is generally interpreted as an indication that the Government is willing to act with leniency in order to bring about a peaceful atmosphere in the country.

Transocean Kuo Min.

FAMOUS LADY GOLFER

To Tour America On Contract

London, April 1.

Miss Joyce Wethered, the famous golfer, has accepted an offer to tour America giving exhibition matches if the final negotiations are satisfactory as it is anticipated they will be.

She will leave in May for a eight weeks' tour. The contract, it is stated, will provide for payment of a substantial sum, believed to be running into four figures, which would automatically make her a professional, though her amateur status is already in doubt since she is at present the manageress of a sports department in a London store.

Reuter.

SOVIET-DANISH TRADE NEGOTIATIONS

[Special to the "Hong Kong Daily Press" (Copyright).]

(By Telegram Copyright, Telegraphic Message Ordinance, 1931. Received, April 1, 4.30 p.m.)

Moscow, April 1. A Moscow despatch to the French papers has it that the Soviet Government has decided to recall the Soviet trade delegation to Copenhagen for reason of the Danish Government's refusal to grant the Soviet a credit of one million kroner in cash.

Transocean Kuo Min.

AIR SERVICE TO BUDAPEST

London, April 1.

A new daily service of Imperial Airways through Central Europe to Budapest was opened to-day by the departure this morning of one of the Daimler four-engined airliners. The journey to Budapest takes nine hours.

British Wireless.



Thoroughly Reliable

The name "Black & White" is a mark of quality in Scotch Whisky. It means that the whisky is pure and of the highest quality. It is a mark of quality which distinguishes the whisky from all others. It is a mark of quality which is known and appreciated everywhere.

BUCHANAN'S
"BLACK & WHITE"
SCOTCH WHISKY
WORLD-RENOUNDED FOR AGE AND QUALITY

PURCHASING POWER OF THE BELGA

Van Zeeland's Assertion Refuted

London, April 1.

The Foreign Exchange market, while accepting the new Belga level, refutes M. van Zeeland's assertion that the disparity between the former purchasing power of the Belga and other principal currencies amounted to 28 per cent. It is pointed out that the difference compared with sterling is only seven per cent, and even less in other countries. It is admitted that Belgian prices are externally too high to complete in the world market and internally too low owing to intense deflation.

The present gross under-valuation of the Belga compared with sterling is emphasised, but it is expected to be offset by a rise in prices owing to the inflationary mentality of the Belgians.

Imposition of a tariff on foodstuffs is considered possible which would also detract from the advantage of depreciation. It is expected that sterling will resume a downward trend when, after a few weeks, it is realised that France will not follow immediately, Belgium's example, but the coming Swiss monetary referendum should cause sterling to again depreciate.

Reuter.

MARKETS TO REOPEN

[Special to the "Hong Kong Daily Press" (Copyright).]

Brussels, Mar. 31.

The devaluation of the Belga by 28 per cent. was decided upon at a cabinet meeting held on Sunday when it was also resolved

to reopen the share and money markets on Monday, these having been closed since Thursday. Considerable demand from abroad, it is officially stated, has been received for Belgian fixed interest securities.

The question of profiteering also received the cabinet's serious attention and measures have already been taken to prevent prices being raised unjustifiably. The Minister of Justice declared in the course of the cabinet session that he would proceed with the greatest rigour against those responsible for cases of profiteering which had already occurred and any which may take place in future.

Transocean Kuo Min.

GOLD CONTENT

Brussels, March 30.

The gold content of the Belga will now be 150,632 grammes, it was announced to-day.

It is expected the new value will lead to heavy demands for currency, owing to the fact that there is a discount in foreign markets of between 12 and 15 per cent, whereas it is now discounted by 28 per cent in Belgium.

Within the last six days the National Bank has lost through exports abroad 350,000,000 francs of gold.

The gold cover is now 56.7 per cent, and revaluation of the gold reserves will be made on the present reserves which are worth 11,293,000,000 francs at gold parity.

Reuter.

R.E.S. WYATT'S INJURY

Jaw Fractured In Three Places

London, April 1. It is feared that R. E. S. Wyatt's jaw has been fractured in three places and he may be unable to play in the Test or County cricket this season. Wyatt, captain of the M.C.C. team which toured the West Indies, was struck in the jaw by a rising ball while batting in the last match of the Test series and he had to stay away altogether.

Reuter.

TITULESCU'S VISIT TO PARIS

[Special to the "Hong Kong Daily Press" (Copyright).]

(By Telegram Copyright, Telegraphic Message Ordinance, 1931. Received, April 1, 4.30 p.m.)

Paris, April 1. The Roumanian Foreign Minister, M. Titulescu, has decided to prolong his visit here for a couple

AUSTRALIA-ENGLAND FLIGHT

Solo Flight Record

London, April 1. A new record for a solo flight from Australia to England has been established by H. L. Brook, 36-year-old Harrogate accountant, who learned flying only a year ago. Flying a Miles Falcon low-wing cabin monoplane with 130 horse power Gipsy engine, Brook completed 12,000 miles of the journey from Darwin, Australia, to Lymington aerodrome which he reached yesterday in seven days, nineteen hours and fifty minutes. This is one day, two hours and thirty five minutes better than Mollison's official solo record established in 1931 and thirteen hours, ten minutes better than the unofficial solo record made last September by J. Melrose.

British Wireless.

of days. M. Titulescu had dinner with Premier Laval on Sunday night after he had previously seen the Soviet Ambassador Potemkin.

Transocean Kuo Min.

GRUELLING MOTOR CAR TRIAL

Non-Stop For Over Six Days

[Special to the "Hong Kong Daily Press" (Copyright).]

Berlin, March 31.

After circling round the 24-kilometre Avus track uninterruptedly for six and a quarter days at the average speed of 104.36 kilometres per hour, the one-litre engined Adler car succeeded in establishing no less than 12 world records for cars of this class.

The total distance travelled when the trial finally came to an end at 3 o'clock on Sunday was 16,000 miles which were covered in 151 hours, 16 minutes and 11 seconds, thus beating the previous record put up by a Frenchman to the year 1928 by 32 hours.

Transocean Kuo Min.

VIOLENT HURRICANE SWEEPS ITALY

Extensive Damage

[Special to the "Hong Kong Daily Press" (Copyright).]

Milan, Mar. 31.

A violent hurricane which swept North and Central Italy at a rate of 60 miles per hour did extensive damage especially along the Adriatic coast and paralysed shipping more than 30 fishing smacks with 50 men aboard being reported missing while the number of deaths known at present is 23, most of them being fishermen whose boats foundered in the terrible gale.

Scores of roofs were carried away, thousands of trees were uprooted and miles of telephone and telegraph wires as well as electric bells were brought down. The total damage is estimated to run into many millions.

Transocean Kuo Min.

YACHTING

Yesterday's Race

Three races in the Ladies 3th Extra Series were decided yesterday and resulted as follows:—

"A" CLASS			
	Finished	Corr. Pts.	Total
Wasp II.....	17.29.12	4	32
(Mrs. Griffin)			
Artemis.....	17.31.05	5	38
(Mrs. O. Perse)			
Jan.....	17.31.17	1	38
(Mrs. Owen-Hughes)			
Joss.....	17.32.37	3	33
(Miss M. Larssen)			
Ckadea.....	17.32.28	2	17
(Mrs. M. G. Keary)			
Pat.....	17.39.45	6	18
(Mrs. E. Elliott)			

"B" CLASS			
	Finished	Corr. Pts.	Total
Diana.....	17.04.04	17.02.51	1-11
(Miss M. Whitlam)			
Rolla.....	17.10.51	17.11.24	2-12
(Miss B. Kirk)			
Dorothea.....	17.39.18	17.33.13	3-9
(Mrs. Reid)			

"I," "Y" AND "G" CLASSES			
	Finished	Corr. Pts.	Total
Robena.....	17.51.08	17.37.45	1-28
(Mrs. Cooper)			
Gael.....	18.12.44	17.49.00	2-22
(Mrs. Moulson)			
Sirius.....	18.25.02	18.04.37	3-24
(Mrs. Finlay)			

SMALL ARMS MEETING

A Three-Day Affair

The Area Small Arms Meeting is to be held on Wednesday, Thursday and Friday next. This year for the first time the Meeting is a three-day one instead of lasting two days as formerly, and the conditions of shooting in the individual competitions have been revised and the prizes for these events have risen from 25 to 152 in number, while individual entries this year are four times as many as in 1934.

NAVY WEEK

Facilities To Visit Dockyards

(Special Air Mail Service)

London, March 15. It is realized by the officers responsible for the arrangements for Navy Week in August next that a number of people who in past years have seen ships of the Fleet at coast towns and holiday resorts during the summer cruise will not be able to do so this year, and consequently will wish to take advantage of the facilities offered to visit the dockyards during Navy Week. Every assistance towards this end is being given. As many as 30 coast towns in the British Isles have been visited by the Fleet on its summer cruise. This year, partly owing to the large number of young ratings under training, and partly owing to the Jubilee celebrations and the Naval Review, the programme of visits will be heavily curtailed.

Co-operation With The Press. Replying to questions in Parliament, the First Lord states that it has been the practice hitherto to employ outside publicity agents to secure a liaison between the Navy Week organization and the Press. It has been found desirable to change this arrangement and employ a naval officer on this duty. His duties are full time. He will receive from Navy Week funds a sum of £250 a year, in addition to retired pay of £405 a year.

The first Navy Week secretary at Portsmouth was engaged on February 1, 1931. The salary of the present holder is £350 a year from Navy Week funds, together with retired pay as paymaster captain of £440 a year. Local secretaries have now been appointed at Devonport and Chatham, and an assistant secretary at Portsmouth, to improve organization. Hitherto the work has been carried out by active service officers in their spare time, but it was found impossible to continue this arrangement as the work involved too heavy a strain on the officers. The local secretary at Devonport is to receive £200 a year paid from Navy Week funds, together with retired pay of £271 10s. The salary of the local secretary at Chatham will also be £200 a year from Navy Week funds, together with retired pay.

SUPERIOR IN EVERY BRAND OF PLAY

Japanese Davis Cup Stars

Shanghai, March 26. The opportunity was taken on the occasion of the passing through Shanghai of the Japanese Davis team, to give an exhibition of tennis at the Cathay Club "tout en cas" courts, several matches being played off at the noon hour yesterday. The two Japanese players, Yamagishi and Nishimura, proved far too good even for some of the best local talent, and L. D. Carson, M. Benavitch and Gordon Lum were disposed of with the greatest ease by the visitors, whose standard of play is well above that seen here for some time.

A large crowd turned out despite the rather inconvenient hour, the display taking much less time than was anticipated as a result of the easy victories scored by the Japanese, and the whole programme was completed before 2 p.m. The following were the detailed results:—

Yamagishi defeated L. D. Carson, 6-1, 6-0.
Yamagishi and Nishimura defeated M. Benavitch and Gordon Lum 6-1, 6-0.
Nishimura defeated Gordon Lum 6-1.
Yamagishi defeated Nishimura 6-1.

Carson Nervous. In the first match, Yamagishi, the Japanese No. 1 player, defeated L. D. Carson, the Shanghai singles champion who was easily beaten by his opponent whose confidence was very marked in contrast to Carson's nervousness, the latter showing only occasional flashes of brilliance and playing well below his usual form. Yamagishi is a very aggressive player and Carson was made to take a defensive role. His failure with some of the usual winning shots upset him, and he became nervous, with the result that he netted a number of easy returns. Not once was the local player able to utilise his famous smash shots, and in a backhand driving duel he was beaten by the visitor. Carson won a game in the first set, but was unable to get another from the Japanese player.

In the second Carson commenced strongly and led by 40-30 in the first game, only to lose it, and again was in a strong position at 40-15 in the second when Yamagishi came up to defeat him. Thereafter, the loser became more nervous and was easily outplayed by the visitor.

Doubles Exhibition. In the doubles match, the two Japanese players, Yamagishi and Nishimura met with very little resistance from Gordon Lum and M. Benavitch, the last named being very badly off form. The visitors won 6-1, 6-0. Few of the games being fought, the Japanese running to their points with monotonous ease. In justice to the 1sting couple, and to all the local players who participated, it must be stated that most of them have only played

ed once or twice this season, Carson and Lum having had a few practice sets prior to this meeting, and Benavitch not having touched a racket throughout the winter. Lum was steadier and scored several points, but Benavitch did not hit a winning stroke until late in the match, at which stage he showed a glimpse of his former prowess by returning some unplayable shots and coming up to the net with a fair amount of success.

Lum Plays Well. In the third contest, Nishimura defeated Gordon Lum by 6-1, this encounter proving the best of the matches between the visitors and the local talent. Nishimura is not as good a player as Yamagishi, but he was able to account for Gordon Lum, though not until the local player had held him to level terms in the earlier games, his variation in length and pace winning him a number of points. At one stage in the third game, it looked as though Lum would go ahead to assume a 2-1 advantage over the Japanese star, but after his impressive start, the Chinese player unaccountably fell away, and Nishimura soon took command of the situation, placing shots past the loser to run to his set at 6-1.

Lum's hard returns to Nishimura's backhand won him a number of points, and in the earlier games, he played several drives of good length following these up with a short shot just over the net which beat his opponent. When Nishimura discovered how to cope with this brand of play, he came up with the net and met strategy with strategy, making Lum run, and the latter found he could not benefit by these tactics. Lum fought for the points in the earlier games, several of which went to deuces, but Nishimura was unplayable in the latter stages of the match and reeled off a number of successive winners to run to his points easily.

Good Exhibition. The closest competition was given when the two Japanese gave an exhibition, Nishimura extending Yamagishi by his good returns, but the latter proved superior in the later phases of the set and ran out winner 6-1. The games in this set were well contested, Nishimura often assuming the lead, and at times having 40-0 to his advantage, but failing to score the necessary extra point for the game. His driving was not as aggressive as that of the winner, but his placements along the sideline were good and he was able to make Yamagishi run. The latter's superb returns, even when forced to assume a defensive brand of play, soon took him into control and his driving and strong cross court shots, enabled him to beat his colleague, with the result that he ran out the winner at 6-1, though the score might easily have been much closer.

THE NATION'S PRAYER

For The King

(Special Air Mail Service)

London, March 15. I learn that the following form of prayer of thanksgiving is to be used at the services throughout the Kingdom on the occasion of the King's Silver Jubilee, writes a correspondent:—

It is very meet, right, and our bounden duty that we should give thanks unto thee, O Lord, Holy Father, Almighty, Everlasting God, for that thou hast pleased as on this day to set thy servant our Sovereign Lord King George upon the Throne of this Realm and has profited him in days of sickness and of health throughout his reign of five and twenty years.

For the example of unceasing service set by him and by our gracious Queen Mary; for strength and steadfastness bestowed on him and for the love and loyalty borne to him by a great family of peoples and in all parts of the world, we laud and magnify thy glorious Name.

We bless thee for increase in the knowledge of thy marvellous works, in that for those who suffer from sickness or the loss of work, in desire that all men everywhere may live in peace and enjoy the fruits of their labour.

For these and all thy mercies, we thank thee, O Father, Almighty, we thank thee, unfailing thanks, through Jesus Christ

our Lord, to whom with thee in the Unity of the Holy Spirit be all honour and glory now and for evermore.

The Special Form of Prayer and Thanksgiving to be used in St. Paul's Cathedral and throughout the country on May 6, has now been prepared by the Archbishop of Canterbury, in accordance with an Order in Council.

It opens, I am able to state, with the first verse of the National Anthem, which is immediately followed by "All people that on earth do dwell," thus linking the ideas of the earthly and the heavenly kingdoms.

Psalm and Hymns. There follows seven verses of Psalm 95, "O come, let us sing unto the Lord," and then in Psalm 121 King and people "lift up their eyes unto the hills from whence cometh their help." This thought is echoed in the New Testament lesson from Revelation, in which occur the words, "He carried me away in the spirit to a great and high mountain and showed me that great city, the Holy Jerusalem."

The Old Testament lesson from the Book of Joshua (Chapter 1, verses 7, 8, 9) sets forth the law of the earthly kingdom. These verses begin, "Only be thou strong and very courageous."

After the lessons comes either the hymn of St. Cecil Spring Rice, "I love thee, my country," or "City of God, how broad and fair."

An address will follow, which is intended to be not so much a ser-

BOXING IN SHANGHAI

Fusiliers Hold Tournament

Shanghai, March 28.

The Royal Inniskilling Fusiliers last night added yet another boxing card to their long list of activities in this sport, when the Inter-Company knock-out competition finals were held, "A" Co. winning as had been anticipated, but not without stiff opposition from the runners-up, H. Q. Wing.

Fifteen fights produced four knockouts and some good and clever boxing. A few of the bouts saw novices matched against men who had fought for the battalion and although the latter won in each instance, they had a hard time in checking the enthusiastic rushes of their less skilled opponents.

Result of rounds prior to final:—"C" Co. beat "S" Co. "A" Co. beat "B" Co. H. Q. Wing beat "C" Co. In the contests held last night, the referee was Lieutenant C.H. Lyndon, Royal Corps of Signals, and judges Lieut. T. A. Moody, and Lieut. E. J. Boyle, the Royal Inniskilling Fusiliers. The fights were under Amateur Boxing Association rules; points were awarded as follows: winner, two points; loser, one point; no points awarded to loser if contestant was disqualified.

The Bouts. Bantam Weight.—Fus. McCloskey, ("A" Co.) beat Drm. Hull (H. Q. Wing) on points. A very even contest, the winner taking the last round. Feather-weights.—Fus. Thompson ("A" Co.) beat Fus. Morhead (H. Q. Wing) on points. Bdm. Quinn (H. Q. Wing), beat Fus. Cunningham ("A" Co.). These two bouts were fought at a very hot pace from start to finish. In the Quinn vs. Cunningham fight both boxers took a lot of punishment the experience of Quinn was used to good advantage and his skilful use of a straight left helped him to notch the points.

Light-Weights.—Three fights in this class were all won by H. Q. Wing. Drm. Smythe beating L/c. Warr, L/c. Gordon beating Fus. Gilbert and L/c. Kinsella knocking-out Fus. Malley. Welter-weights.—"A" Co. made amends in this class for their lapse in the lights by taking all points; Cpl. Stewart beat Piper Hocking, Fus. Reid beat Drm. Aston and Fus. McQuade beat Fus. McGeady.

Best Fight of Evening. Middle-weights.—"A" Co. forged ahead by taking all points in this weight; L/c. Fenlon knocked out Fus. Hamilton, Fus. McBride beat Cpl. Tracy and L/c. Cadden beat L/c. McHaffery. The last fight in this class proved to be the best of the evening. Cadden, having the advantage of weight and a much longer reach, used both with great skill; McHaffery, maned with some heavy rights to the body. In the third and last round Cadden showed great coolness and out-boxed McHaffery.

Light-heavy.—Sgt. Warr ("A" Co.) beat L/c. Kerr, delivering a knock-out in the second round. The winner of this contest is a former Army champion of India, and wasted little time in bringing the bout to an end.

Heavy-weight.—L/c. Trotter, ("A" Co.) knocked-out Bdm. Jeator. Trotter waited for an opening, which presented itself in the second round and of which he took the required advantage.

Welter-weight.—Fus. Lee (H.Q. Wing) beat Fus. Long on points; this contest was an extra item but it made no difference to the result, "A" Co. having already won ten bouts.

mon as an introduction to the Thanksgiving and prayer. It is to be followed by the familiar hymn, "O God of Jacob," with its words, "Our vows and prayers we now present."

The prayers which follow are taken mainly from the Accession Service and include one for the whole Empire.

The spirit of thanksgiving again finds expression in the Te Deum, and, after the Blessing, personal loyalty to the King is reaffirmed in the singing of the first and third verses of the National Anthem.

The service is designed to last not more than one hour. It is expressly enjoined that it is not to be used on the preceding Sunday, May 5, but is authorized for use on the Sunday following.

Additional forms are being issued by the Bishop for use at Holy Communion and Evening Prayer.

A NEW COURSE

For King's Cup Air Race

(Special Air Mail Service)

London, March 15.

The King's Cup Air Race this year will be flown on Friday and Saturday, September 6 and 7. The dates are later than usual, partly to avoid clashing with the Silver Jubilee celebrations and partly because of the conditions laid down for the race on this occasion.

The first day's course—the eliminating course—will be a circuit of Great Britain, passing over England, Scotland, Northern Ireland, the Isle of Man, and Wales; and for the northerly and most difficult part of the journey the weather usually is most favourable at the time of year chosen.

This eliminating course will cover a good deal of territory not previously included in any King's Cup Air Race. It will be the first time that Northern Ireland, for example, has had an opportunity to see anything of the competition. The regulations for control and turning points will be designed to give spectators a good view of the aircraft. The first day's course, and also the final, will start and finish at Hatfield Aerodrome. The course for the final will be a number of laps of a circuit of not less than 50 miles, with an approximate total length of 350 miles. Spectators of the final will therefore see the 20 aircraft, which made the fastest times in the two classes of the eliminating contest crossing and re-crossing the aerodrome at frequent intervals. Details of the final course will be issued later.

The Eliminating Course. The length of the eliminating course will be about 947 miles, made up thus:—

	Start Miles
Hatfield	Turning 240
Newcastle-upon-Tyne	point
Edinburgh	Turning 90
Glasgow (Renfrew)	point
Newtownards	Control 41
(N. Ireland)	Control 104
Blackpool	Turning 120
Woodford	point
Cardiff	Control 50
Southampton	Control 136
(Eastleigh)	Turning 86
Reading	point
Hatfield	Turning 43
	Finish 37

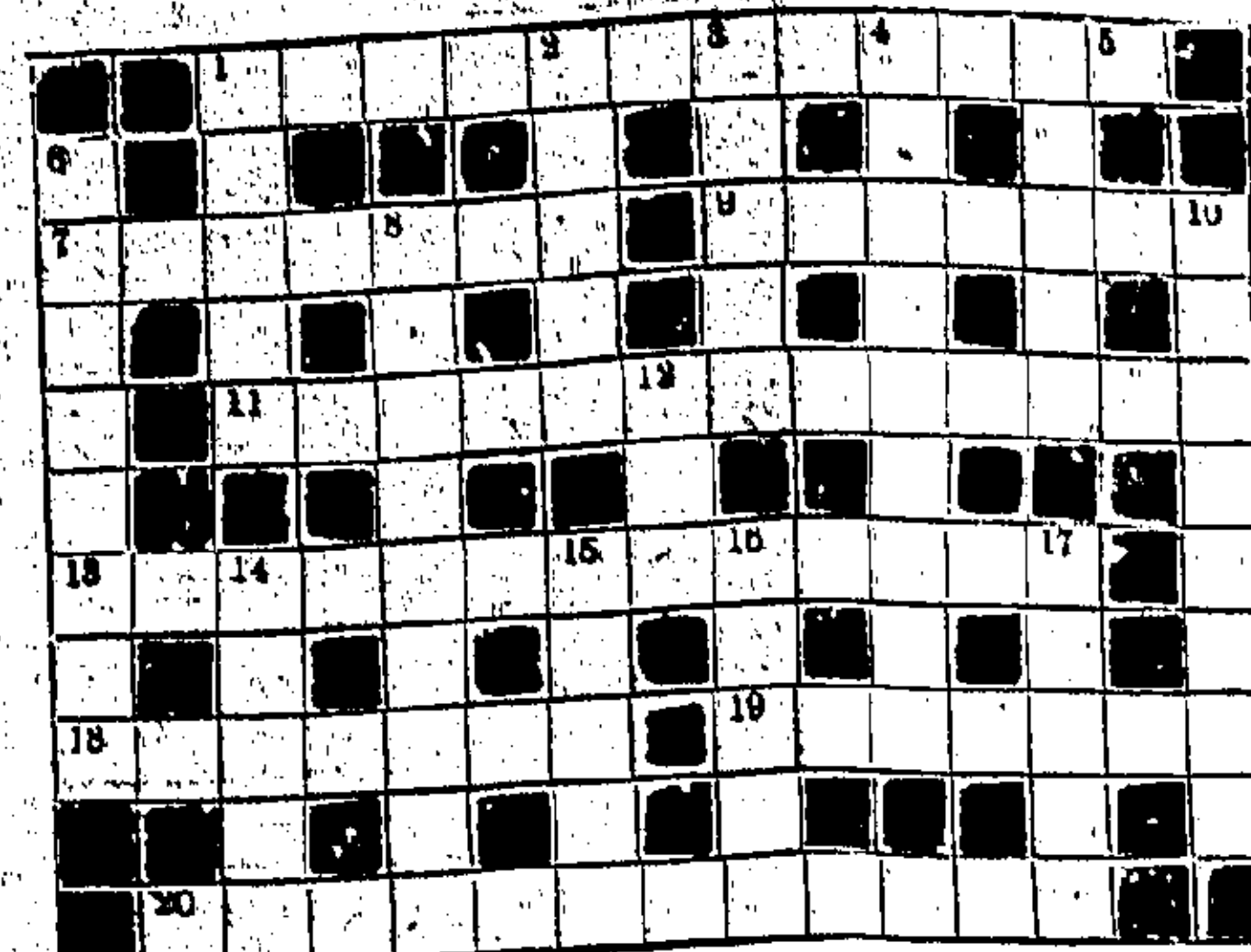
The only requirements for the eliminating contest are that the pilots shall land and check in at each of the four control points and turn at each of the official turning points. The course will not only provide a severe test of reliability and navigating skill but will give entrants a free hand in judging the type of aircraft best suited to the race. Since all time spent on the ground will count as flying time, each entrant must judge for himself how far to sacrifice speed for fuel range or vice versa. In an explanatory note the Royal Aero Club, the organizers, point out that no machine with a top speed of less than 130 miles an hour will stand any great chance of success.

The division of the eliminating contest into two classes will, however, mean that both low-powered and high-powered machines will have an equal chance of reaching the final, assuming that their performances are relatively equal on horse-power. The low-powered class will be restricted to aircraft with a total engine power not exceeding 150 h.p. at the maximum permissible revolutions per minute of the engine or engines.

All-British Machinery. No handicap allowances will be given for the eliminating contest. Any aircraft which fails to complete the course within 12 hours will not qualify for the final, even though it is among the fastest 10 machines in its class. But the organizers reserve the right to modify this rule should the weather make it impossible to complete the course in 12 hours. In the final the qualifying aircraft will race on estimated performance handicaps, issued before the start of the first day's race as in previous years. The Royal Aero Club have had under consideration the application of a formula handicap, but it has been decided that the "notice" would be insufficient to justify the change of method for this year's race.

The entrant pilot or pilots, and any passenger or passengers carried in the race must be British subjects. The entrant must be an individual, not a firm or a company. Pilots must have had at least 100 hours' experience of solo flying before the race. The contest is open to any type of bona fide civil aircraft, provided that the aircraft engines and accessories

CROSSWORD PUZZLE



Note:—Figures in parentheses indicate number of letters in the words required.

- Across
- 1—It's a bad spirit that starts this reckless sort of feeling! (12).
 - 7—A beam that passes across the window (7).
 - 9—Its synonyms are numerous; try frolicsome and humorous (7).
 - 11—It produces no good results giving a "sister less fun" (anagram) (13).
 - 13—An agent of inferior status (13).
 - 15—This is sure to destroy, so let us scatter it among the rats! (7).
 - 19—There would be fewer widows in the world if women didn't this their husbands! (7).
 - 23—One who acts as a go-between (12).
- Down
- 1—Some of this sediment may rise, but the chance of it is far-between (5).
 - 2—The most we can pay is the furthest we can go (5).
 - 3—A tempting thing to eat (5).
 - 4—Who was the Frenchman who invented and named (8).
 - 5—A breech-loader in 1866 (5).
 - 6—What a Jockey, when thrown, would rather lose than keep (8).
 - 8—This actress may go on tour, but she always takes the best route (9).
 - 10—A supporter of the wireless (8).
 - 12—A household deity of the Romans (3).
 - 14—An exhaustive call on one's resources (5).
 - 15—to play badly on a piano (5).
 - 16—Audibly (5).
 - 17—This is suitable for wet weather (5).

The following is the solution of Saturday's puzzle:—

Across.—5, Muscle; 8, Petulant; 9, El Dorado; 10, Furbelow; 14, Aorta; 15, Between; 19, Dryness; 23, Tarsi; 25, Stimulus; 28, Minimize; 29, Peculiar; 30, Fennel.

Down.—1, Peru; 2, Rumbo; 3, Fault; 4, Stew; 5, Midge; 6, Shrew; 7, Lodge; 10, Fend; 11, Racy; 12, Erse; 13, Oars; 15, Butt; 18, Term; 17, Evil; 18, News; 20, Rhine; 21, Naim; 22, Skill; 24, Aitch; 25, Surly; 26, Sept; 27, Utah.

VERY GOOD YEAR C. R. C. Annual Meeting

A satisfactory report and statement of account was rendered at the annual general meeting of the Chinese Recreation Club which was held at the Club's Pavilion last Sunday and which was presided over by Mr. Ng Sze Kwong. The Chairman in his review of last year said that financially the Club's position is exceedingly sound; last year's account showed a profit of over two thousand five hundred dollars.

Mr. Lau Fook Kay in proposing a vote of thanks to the Committee complimented them in being able to show a substantial profit despite the depression. The proposal that the Committee en bloc should be elected again was carried unanimously.

have been entirely constructed in the Empire. Competitors must make their own fuelling arrangements along the course. It will not be obligatory to refuel at the official control points.

GRACIE HAS A "GANG" In Her New Film

(Special Air Mail Service)

London, March 15. Gracie Fields begins the first of her three talkies, for which she is to get £50,000 each, on Monday at the Ealing studios. She is now on her way back from a holiday at her Capri villa. The film is a comedy about a Yorkshire market town, and deals with the fight of the stallholders in the market square against a multiple stores concern. Gracie leads the opposition as the daughter of a music-stall proprietor.

A Merry Revolt! The interesting thing about this new film is that Gracie will have a "gang" of a dozen comedians with her. They will play the part of stall-holders whom Gracie leads in revolt.

The "gang" includes Harry Tate, Huntley, Wright, Douglas Wakefield (Gracie's brother-in-law), Billy Nelson, Kenneth Kove, Morris Harvey, and Frank Atkinson.

Tommy Fields, Gracie's brother, supplies the love interest with an attractive new-comer, Vivian Leigh. Robb Wilton and Alfred Drayton are likely to be added to the cast.

SPALDING "KRO-FLITE" GOLF BALL



BRITISH OPEN CHAMPIONSHIP
AMERICAN OPEN CHAMPIONSHIP
CANADIAN OPEN CHAMPIONSHIP
AUSTRALIAN OPEN CHAMPIONSHIP
The Spalding Golf Ball is the only ball that is guaranteed to last.

LADY SOUTHERN
HONOURED

(Continued from Page 7)

Dr. Kotewall, Ladies and Gentlemen.—It is almost-impossible for me to express my appreciation of this wonderful party which you and other Chinese friends have prepared for me. I feel so undeserving of all their kindness and of Dr. Kotewall's eloquent but too kind words, for honestly I have only been doing a few odd jobs that I enjoy thoroughly, assisted by wonderful helpers. I am afraid all to which I can lay claim is finding capable people to run about and do things. The consciousness of this makes me wish two things, either that I could imitate the modest violet which is able to hide its head under its leaves—the modern hat is not adequate to afford such protection—or I should like to imitate the Chinese bride who wears a fringe of pearls hanging over her eyes.

I read the other day that a Chinese mirror is believed to possess the magic property of showing the reality that lies behind appearances. I hope that not one of you has such a mirror in his or her pocket, otherwise I should be found out and you would discover that all the kind things said by Dr. Kotewall are merely the creation of his generous mind.

A GREAT DEBT

To His Excellency the Governor I owe the bestowal of this Order which I value highly, as I value highly the friendship of His Excellency and Lady Peel. Sad to say their departure is drawing near and they will leave a great blank in the public life of the Colony and in the hearts of their friends.

Another great debt—greater than I can express—I owe to my husband. Everything I do is made easy by his inspiration, encouragement and sympathy.

I will not say much more only I think it is a strange coincidence that ever since I was old enough to wish to travel I longed to go to China. I knew I should be thrilled and fascinated by it and I have not been disappointed. I have lived in Hong Kong amid the most perfect scenery in the world. I have seen marvellous buildings in Peking—one of the wonders of the World—the Great Wall—and one of the most beautiful spots in the World—the Ming Tombs—but I have found no better thing in China than the unbounded kindness of my Chinese friends evidenced in so many ways and culminating in this wonderful party. My warmest and deepest thanks to you all and an extra warm thank to the founders of the feast, Sir Shouson Chow and Dr. and Mrs. Kotewall.

Forgive me if I have kept you too long and put down any boredom I may have caused you to my increasing years. For a candid friend told me that O.B.E. means "Old But Energetic."

H. K. POLICE
RESERVES

ORDERS BY MR. D. BURLINGHAM, INSPECTOR GENERAL OF POLICE.

DEATH

The Inspector General of Police and Deputy Superintendent of Police (Reserve) regret to announce the death of Constable R439 J. A. M. Elphinstone, of the Emergency Unit Reserve, which occurred at the Kowloon Hospital on Sunday, March 31st.

CHINESE COMPANY

Training Course—Part II. All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, April 2nd, at 17.30 hours for instruction.

Training Course—Part III. Members of the Chinese Company will attend at the King's Park Revolver Range on Tuesday, April 2nd, at 17.30 hours to fire the Part III Revolver Course under Sub-Inspector Ritchie. Only those detailed will attend.

Morse Signalling Class. All members of the Morse Signalling Class will attend at the Chinese Company Headquarters on Wednesday, April 3rd, at 17.30 hours for instructions.

Handling of Revolver. All recruits of the Chinese Company will attend at the Chinese Company Headquarters on Wednesday, April 3rd, at 17.30 hours for instructions in handling of a revolver under Sub-Inspector (R) David Loh.

MILITARY COURT
MARTIALFailing To Return
From Leave

Gunner Tom John Smith, of 20th Heavy Battery, R.A. was brought before a court-martial at the 8th Heavy Brigade R.A. Headquarters yesterday to answer a charge of failing to return to duty on the expiration of his leave period.

The Court was comprised of Major T. C. Sharp (Royal Welsh Fusiliers), Capt. C. T. Ingle (Lincolns), and Lieut. E. O. Wanless (East Lancs).

Lieut. F.H.V. Purcell, R.A., appeared for the prosecution. L/Bdr. F. J. Styles, N.C.O. in charge of the Regimental Post, Stonecutters, gave evidence to the effect that accused was on late leave on February 26 and did not return at the expiration of his leave period.

B.S.M. W. E. Grant stated that accused was placed under orders for embarkation for Ceylon in January. On March 2 a draft parade was held and, accused's absence was noted. He was again reported missing by Sgt. West at the ship-side prior to her sailing.

L/Sgt. Purcell, R.W.F., stated that on March 10 he was detailed to proceed to Canton and, escorted accused back. He found accused on board H.M.S. Cicala.

Constable Nadha Khan of the Shamen Police, deposed to having seen accused crossing Shamen bridge. He accosted accused and asked him where he came from. Accused replied that he came from Hong Kong and wished to be taken to the nearest naval vessel.

Wanted to Stay Here. Giving evidence on his own behalf, accused stated he left Stonecutters on leave pass on February 26, intending to absent himself from embarkation on the Somersetshire, as he wanted to serve another year in Hong Kong. He had no intention of deserting, as he intended returning after the boat had left. Witness said he had signed the embarkation waiting certificate, adding that it did not state that he was liable to a charge of desertion.

Continuing, accused said: "I occupied my time, waiting for the boat to leave, in walking to Canton. I arrived in the evening and decided to get a meal and then give myself up to the civil authorities. I approached an Indian constable on the British Bridge and asked him the way to the Y.M.C.A. He asked me where I came from and I told him I was from Hong Kong."

Accused then went on to say that he was taken to the Police Station and he there told the Captain Superintendent of Police that he wanted a meal before giving himself up. The police officer detained him at the Police Station until he was taken aboard H.M.S. Cicala prior to being brought back to Hong Kong. Accused was found guilty and sentence will be promulgated later.

Inspection Parade.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, April 4th, at 17.30 hours under Sub-Inspector R. J. Hunt for a general inspection of equipment etc., by the Company Commander. Dress—Blue Uniform, Cap with White Cover, Belt with Brace, Armet with Badge, Truncheon, "Pocket Policeman" and note-book to be carried. The Equipment Officer will make a point of being present.

INDIAN COMPANY

Training Course—Part III. Members of the Indian Company will attend at the King's Park Revolver Range on Wednesday, April 3rd, at 16.30 hours to fire the Part III Revolver Course under Sub-Inspector Ritchie. Only those detailed will attend.

FLYING SQUAD

The instructional patrol for members of the Flying Squad will take place on Friday, April 5th. All members will fall in at Central Police Station at 17.15 hours. Dress—Blue Uniform, and Cap with White Cover.

EMERGENCY UNIT RESERVE

Training Course—Part III. Members of the Emergency Unit Reserve will attend at the King's Park Revolver Range on Friday, April 5th, at 17.30 hours to fire the Part III Revolver Course under Sub-Inspector Ritchie.

D. L. KING,
D. S. P. (R).
Hong Kong, 1st, April 1935.

NEWSPAPERMEN'S TOUR
OF KIANGSI

Western Hills Beauty-Spot

(From Our Own Correspondent)

Shanghai, Mar. 14.

On the way back from Taosang, we paid a brief visit to the ancient Wan Shou Kung temple, on the Western Hills, one of those jewels of architecture—placed in a setting of placid, smiling country, and picturesque, centuries-old trees—which man in the more tranquil ages used to build in all delectable corners of China, as a testimony of faith in the spiritual and the divine. In remote and unexpected places, perhaps situated cheek-by-jowl with poverty and squalor, you come across these pleasant surprises, which amply make up for some of the discomforts and little hardships that the traveller meets with in his peregrinations through the interior of China. There was an orgy of picture-taking by camera enthusiasts—from ladders, on their knees, and in various other positions for obtaining the desired angle—and all too soon, the word was passed round that stragglers would have to be left behind if we were not to keep the entire Provincial Government, assembled at the Provincial Government Headquarters to honour us at lunch, waiting more than two hours after the appointed time.

LAND ADMINISTRATION

After lunch at the Provincial Government Headquarters, we were conducted through the offices of the Institute of Special Type Education (founders of the Chung Shan Schools), the Provincial Commission on Rural Co-operatives, and the Land Administration. At the last-named place, the Director explained to us the process of aerial surveys now being undertaken in the province, starting outward from Nanchang. We saw blueprints being made from the rectified enlargements of the aerial photographs, from which land boundaries are determined. Aerial surveys are more rapid and inexpensive, explained our guide, than the theodolite method, which would cost millions and take a couple of decades in the making. Maps, records of title, and land assessments are being made, and registration of titles of landowners is effected in step with the completion of surveys and records.

A Land Assessment Committee is in regular session, with representatives of the land-owning interests. Its usual procedure is to send a notification of its valuation to the owner of the land concerned, and if no objection is lodged within a specified time thereto, that valuation is considered accepted and published. The average value of cultivated land around Nanchang according to the assessments is \$35/-.

In addition to providing for greater security of title and elimination of confusion in the future, it is hoped that eventually a more uniform and equitable scheme of taxation, based on assessed land values, will be established, so that the surtaxes and irregular levies could be abolished for ever.

PORCELAIN EXHIBITION

There was an interesting exhibition of porcelain, sponsored by the Association for the Promotion of the New Life, which we attended the same afternoon. The porcelain

and pottery of Chingtehchen are celebrated throughout China, and wherever Chinese foregather abroad, one may be pretty sure that an enquiry as to Kiangsi's principal produce will elicit the answer "porcelain." The importance of this highly artistic industry in Kiangsi may be gauged by the fact that, although it is to-day but one-fifth of what it was before the destruction wrought by the Taipings, it still produces nearly two million pikuls of porcelain annually, worth \$4,500,000/-.

Combining great artistic beauty with a very moderate price, it seems such a pity that so little initiative has been shown to push the sales of this distinctive Chinese product abroad. The porcelain industry has suffered very severely in recent years through Communist ravages in Chingtehchen, and special efforts are being made by the Reconstruction Bureau to save it from collapse. As General Ku Tzu-Tung, Fiefdom Commander of Kiangsi (who acted as our host at tea at the Ministry Headquarters) said in his report, "Communist-Banditry in Kiangsi, between its rise in October 1, 1927, and its suppression in November 1934, had taken its toll of no less than 1,000,000 human lives, and \$15,000,000 (silver) by way of economic loss." And that sum does not include the expenditure of the National Government troops and the subsidies to provincial armies engaged in the anti-Communist campaigns!

MUSICAL SOIREE

An after-dinner concert of Chinese and Western music concluded our pleasant and instructive stay in Nanchang. It was a fortnightly affair conducted by the Music Committee of the Commission of Education, so that fine art shall not be neglected in the cultural developments of that province. Such a concert had been arranged for our benefit that evening. It is difficult to say whether the oriental or the occidental was the better appreciated. Highlights of the evening were the aria from "Rigoletto," "La Donna e Mobile," rendered in a fine tenor voice by Mr. M. Y. Cheng, the "Berceuse de Jocelyn," by Mr. T. F. Chang on the violin cello, and a couple of instrumental solos on a two-stringed Chinese violin by Miss Shan, a school-girl, which were greeted with a storm of hearty and prolonged applause.

As a matter of fact, we were too tired to attend the concert, and merely out of politeness to our hosts, we went reluctantly, and not without misgivings as to the quality of the entertainment. But we stayed to cheer! As one of the foreign correspondents declared while we motored back to the Guest-House, "Miss Chan has taught me to appreciate the Chinese violin. If the summer nights in Shanghai are again rendered hideous and sleepless for me by some execrable catgut-scraper, I shall remember how sweet the music could be, coaxed from just such an instrument, and bestow maledictions on it no more."

(To Be Continued)

CLEAN UP IN
KIANGSICommunist Bands
Exterminated

Canton, April 1. According to a report received here yesterday from Lieut-General Moh Shih Tek, Commander of the Kwangtung 1st Division, in Kiangsi, the troops of its 1st Regiment exterminated a band of remnant bandits numbering about 50 in a spot near Por-lo-hung a few days ago. Over 20 bandits including a bogus captain were made prisoners and 17 rifles taken. According to the bogus captain, the outlaws were the remaining portion of the 4th Branch Corps under the so-called South Kiangsi Military District.

It was also learned that a battalion of the same regiment wiped out about 100 bandits in Wu-shen-tow last week, who retreated there from On-shih and Shu-kin. More than 10 bandits were killed, 10 captured, and about 20 rifles taken.

Another battalion, which was sent to search for remnant outlaws in the area of Tuen-shut also killed

THE DAVIS CUP

Expenses For China's
Team

Nanking, March 28.

Complying with the request of the Chinese National Amateur Athletic Federation, the Ministry of Education has petitioned the Executive Yuan to appropriate a sum of \$2,000 from the Educational and Cultural Fund towards the expenses of the China Team participating in the Davis Cup Tennis Tournament.

China will be represented in the series by Messrs. Guy Cheng and Kuo Shu-chie, who sailed last night for the United States by the s.s. "President Hoover."

Kuo Min

ed many marauders and captured about 20 together with one machine gun and 11 rifles.

Since it was stationed in East Kiangsi, the 1st Division has rounded up many of the remnant bandits in that section. It is anticipated that the remainder will be entirely cleared up shortly.

Central Press.

TO PREVENT
FLOODSWork Making Good
Progress

Chinkiang, March 28.

With the enthusiastic support and co-operation of the local authorities and the people, the work of diverting the waters of the Hual Ho (River), in northern Kiangsi, into the sea, in order to promote conservancy work and prevent flood, is expected to be completed in three-fourths the scheduled time, according to Mr. Chao Ti-hua, Provincial Commissioner of Reconstruction for Kiangsi, who returned here yesterday following an inspection trip.

The section of the river affected is 150 kilometers long, 35 meters wide and 13 meters deep, with the dykes 30 meters in width. Although much difficulty was encountered at the outset last year, Mr. Chao said, the work has been proceeding satisfactorily since improvement of the living conditions of the workers, additional communication facilities, and better public order in the working areas.

The engineering work was resumed on February 20, after a brief suspension on account of cold weather. The less capable labourers have been dismissed. There are now over 101,000 labourers actually at work.

As the District Magistrates are stationed at the spot to supervise the work and the people are eager to render assistance, the project will be completed earlier than was anticipated.

Kuo Min

Cheung Cham, a returned banished, was charged before Mr. Wynne-Jones at the Kowloon Magistracy yesterday with returning to the Colony before his term of banishment for ten years had expired. It was stated that the defendant had seven previous convictions for larceny and one for a breach of the Deportation Ordinance. Sentence of one year's hard labour was passed.

A
million
smiles!

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OUTWARD SAILINGS

(HAL) s.s. "OLIVA"	for Shanghai, Kobe, Osaka, Yokohama, Moji, Dairen, Chefoo, Tsingtau, 3rd Apr.
(NDL) s.s. "TRIER"	for S'hai, Taku, Bar, Dairen, Tsingtau, Yama, Nagoya, Kobe, 9th Apr.
(NDL) s.s. "TRAVE"	for S'hai, Taku, Bar, Dairen, Tsingtau, Yama, Nagoya, Kobe, 18th Apr.
(HAL) m.v. "RAMSES"	for Shanghai, Taku, Dairen, Yokohama, Nagoya, Kobe, 28th Apr.
(NDL) s.s. "SAARBRUECKEN"	for Shanghai, Tsingtau, Taku, Bar, Dairen, Yokohama, Nagoya, Kobe, 3rd May

HOMEWARD SAILINGS

(HAL) s.s. "PREUSSEN"	for Genoa, Marseilles, Antwerp, Rotterdam, 7th Apr.
(NDL) s.s. "NECKAR"	for Genoa, M'les, Barcelona, Oran, Casablanca, 8th Apr.
(HAL) m.v. "DUISBURG"	for Genoa, Rotterdam, 14th Apr.
(NDL) s.s. "MAIN"	for Genoa, Marseilles, Oran, Rotterdam, 14th Apr.
(HAL) m.v. "CORDILLERA"	for Neapel, M'les, Barcelona, Southampton, Rotterdam, Hamburg, 18th Apr.

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S.S. "TJISONDARI" ... 9th Apr., 11 a.m.

TO AMOY & SHANGHAI

M.S. "TJINECARA" ... 4th April.

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VESSELS DUE

Adriatic, B. & S., April 17.
Andre Lepin, Messageries, April 9.
Antenor, B. & S., April 27.
Aryo Maru, N.Y.K., April 27.
Asuma Maru, N.Y.K., April 28.
Behar, P. & O., April 12.
Bellorophou, B. & S., May 1.
Bengal Maru, N.Y.K., April 14.
Bremerhaven, Melchers, April 21.
Buridan, P. & O., April 16.
Calcutta Maru, N.Y.K., April 22.
Canton, Gilman's, April 3.
Cathay, P. & O., April 5.
Change, B. & S., April 8.
City of Baghdad, B.L., April 8.
City of Birmingham, B.L., April 13.
City of Eastbourne, B.L. Line, May 5.
Centa Verde, Lloyd Triestino, April 4.
Corfa, P. & O., April 19.
Dardanus, B. & S., April 17.
Deucalion, B. & S., April 24.
Duisburg, Jebson's, April 14.
Empress of Asia, C.P.S., April 3.
Felix Roussel, Messageries, April 5.
Eumene, B. & S., April 6.
Halching, Douglas, April 4.
Haf Hing, Thoresen's, April 13.
Hanyang, Douglas, April 8.
Hakone Maru, N.Y.K., April 12.
Kamo Maru, N.Y.K., April 26.
Kashima Maru, N.Y.K., April 20.
Katori Maru, N.Y.K., April 12.
Kitano Maru, N.Y.K., April 19.
Laganbank, Bank Line, April 19.

Main, Melchers, April 14.
Memnon, B. & S., April 12.
Menelaus, B. & S., April 22.
Naldora, P. & O., April 17.
Nanking, Gilman's, April 23.
Necker, Melchers, April 8.
Nollere, E. & A. S.S. Co., April 3.
Nora Maerck, Jebson's, April 27.
Noshiro Maru, N.Y.K., April 6.
Oder, Melchers, April 18.
Oliva, Jebson's, April 3.
Porthos, Messageries, April 21.
President Adams, Dollar's, April 13.
Pres. Jefferson, Dollar's, April 5.
Pros. Lincoln, Dollar's, April 1.
Preussen, Jebson's, April 7.
Rames, Jebson's, April 20.
Ranchi, P. & O., April 3.
Rangpur, P. & O., May 1.
Saarbruecken, Melchers, May 3.
Selaian, Douglas, April 2.
Sikhana, B.L. (Apex), April 30.
Soudan, P. & O., April 26.
Suyo Maru, N.Y.K., April 27.
Sumatra, Lloyd Triestino, April 9.
Sawa Maru, N.Y.K., April 27.
Tai Ping, Doddwell's, April 16.
Takada, B.L. (Apex), April 11.
Tama, B.L. (Apex), April 11.
Tango Maru, N.Y.K., April 10.
Tantala, B. & S., April 12.
Taru, Thoresen's, April 3.
Tatsuta Maru, N.Y.K., April 12.
Tilawa, B.L. (Apex), April 30.
Tinhon, Bank Line, April 20.
Tjibadak, J.C.J. Line, April 18.
Tjikembang, J.C.J. Line, April 15.

H. K. STOCK EXCHANGE

SATURDAY'S OFFICIAL QUOTATIONS

There is a general demand for most stocks and a complete absence of forward sellers, consequently rates show a tendency to improve and a better feeling is in evidence.

China Lights are wanted at \$9.30. Electrics at \$83.4, Wharves at \$81. Telephones may be obtained at \$23. Trams are wanted at \$18.60 with small sales at this rate and Hotels firmed up to \$4.40.

Buyers

Hong Kong Banks, \$1.75.
Union Insurances, \$415.
H.K. Fire Insurances, \$212.
Wharves (Rights), \$10.
Hotels, \$4.40.
Hong Kong Lands, \$40.
Hong Kong Trams, \$16.40.
China Lights, \$9.30.
Electrics, \$83.4.
Watsons, \$3.4.
Govt. 4 per cent. Loan, 6 1/2 per cent. Prem.
Govt. 3 1/2 per cent. Loan, 2 per cent. Prem.

Sellers

Canton Insurances, \$260.
Benguet Consolidated, \$14.
Docks, \$9.4.
New Engineering, \$8.35.
Humphreys, \$9.4.
Sandakan Lights, \$8.
Cements (Converted), \$7.
Dairy Farms, \$19.4.
Wallace Harpers, \$7.
Sales
Hong Kong, \$1.285.
Humphreys, \$9.4.
Hong Kong Trams, \$16.4-18.60.
China Lights, \$9.40.

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Silver prices rose over the week-end to the extent of 1/4 for Ready and 9/16 for Forward, the quotations being 28 1/2 and 28 9/16 respectively. Silver advices reported India as having bought China and speculators operated both ways. The market closed uncertain. In America the rate was quoted at 61 1/2 for Spot.

The New York/London cross-rate was quoted at 4.80 and the London/New York rate at 4.78.

Steady. A fair amount of business was done in the Inter-Bank market.

Sterling.
There were sellers after the opening at 2/04 at which rate a small business was done for cash followed by transactions at 2/0 5/16 for near and May. Subsequently 2/04 was again arranged for cash and 2/0 5/16 was done for May delivery. Towards the close offers at 2/0 5/16 were accepted for second half of April, closing at 1 p.m. with sellers at 2/04 for cash and 2/0 5/16 May/June, buyers at 2/0 5/16 for cash and 2/04 May and probably June.

U. S. Dollars
Opened with sellers at 48 1/2 resulting in business subsequently at 48 9/16 for near delivery. Later 48 1/2 was transacted for near delivery and 48 11/16 for May. Towards 1 p.m. 48 1/2 was done for second half of April. Are were sellers at 48 9/16 April and 48 1/2 May, buyers at 48 1/2 for cash and 48 11/16 for May.

Shanghai Dollars.
Sellers were quoted at 129 1/2 for cash.

Shanghai Market.
Early advices indicated the market as being steady with sellers at 1/16 for cash and 1/8 1/2 May. Later the market 1/8 9/16 for near and 1/8 7/16 May, buyers probably at 1/16 higher. U.S. Dollars opened with sellers at 37 1/2 for near and 37 1/2 May, receding gradually to 37 3/16 for near and 38 15/16 for May, buyers bidding 1/8 higher respectively. The market was easy.

The market was erratic in the afternoon but towards the close the tone appeared steady.

IN THE AFTERNOON
Sterling
Business was done at 2/04 for near, 2/0 5/16 for May and June and later 2/04 was also arranged for May delivery. Towards the close 2/04 was again done for April, finishing with sellers at 2/0 3/16 April, 2/04 May/June, buyers probably at 2/04 for cash and 2/0 5/16 May/June.

U. S. Dollars
Business was done at 48 9/16 for cash and 48 1/2 April. Towards the close 48 9/16 was also arranged for May delivery. The market closed with sellers at 48 7/16 April, 48 1/2 May, buyers probably at 1/16 higher respectively.

Sellers were quoted at 180 1/2 for cash.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Mar 28	Mar 30
Amsterdam	12.10 Florins	7.11 1/2	7.11
Athens	375 Drachmas	504 S.	505 S.
Belgrade	876.316 Dinars	212	
Berlin	20.48 Marks	11.99	11.95 1/2
Bombay	1s. 6d. per Rupee		
Brussels	35 Belgas	22 15/16	25 1/2
Bucharest	813.588 Lei	475	477 1/2
Buenos Aires	47.58d. per Peco		
Copenhagen	18.159 Kroner		
Geneva	25.294 Francs	14.86	14.84
Helsingfors	193.23 Marks		
Hongkong		2/- 1/2	2 1/2
Lisbon	110 Escudos	110 1/2	110
Madrid	25.924 Pesetas	35 3/16	35 3/32
Milan	92.46 Lire	573 13/16	57 1/2
Montevideo	50.89d. per Peco		
Montreal	4.867 Dollars	4.82 1/2	4.82 1/2
New York	4.867 Dollars	4.80 1/2	4.79 1/2
Oulu	18.159 Kroner	40 1/2 S.O.	40 1/2 S.O.
Paris	194.21 Francs	72 29/32	72 25/32
Prague	164.25 Kronen	115	114 1/2
Rio de Janeiro	26.93d. per Gold Milreis		
Shanghai		1/7 1/16	1/8 1/2
Stockholm	18.159 Kroner		
Vienna	34.564 Schillings	25 1/2	25 1/2
Yokohama	24.56d. per Yen	1/2 1/16	1/2 1/16
Silver (spot)		28 1/2	28 1/2
Silver (forward)		72 7/16	28 9/16
War Loan		3 1/4 105 1/2	

Closing Quotations

April 1 1935

ON LONDON:	ON NEW YORK:
Telegraphic Transfer... 2 1/2	Bank Bills, on demand 48 1/2
Bank Bills, on demand... 2 1/2	Credita, 60 days' sight... 49 1/2
Bank Bills, 4 months' sight... 2 1/2	On demand... 71 1/2
Credita, four months' sight... 2 1/2	ON PARIS:
ON SHANGHAI:	Bank Bills, on demand 730
On Demand... 135	Credita, 4 months' sight 780
ON SINGAPORE:	ON SAIGON:
On Demand... 135	On demand... 72 1/2
ON JAPAN:	ON MANILA:
On Demand... 171 1/2	On demand... 64
ON INDIA:	ON BANGKOK:
Telegraphic Transfer... 135 1/2	On demand... 82 1/2
Bank, on demand... 135 1/2	SOVEREIGNS, Bank Buying
	Rate... 9 1/2
	Bar Silver, per oz... 29 1/2

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BUYERS

Unions, \$415.
Waterboats, \$12 O.D.
Salacots, 16 cts.
United Paracoles, 32 cts.
Hotels, \$4.4.
Lands, \$40.
Providents (Old), \$1.
H.K. Docks, \$7.4.
Trams, \$16.4.
Star Ferries, \$88.
Lights, \$9.30.
Electrics, \$83.4.
Constructions (New), 40 cts.
Govt. Loan 3 1/2 per cent, 2 per cent.
SALES
Yaumati Ferries, \$21.4.
Buyers
Providents (Old), \$1.
H.K. Docks, \$7.50.
Trams, \$16.60.

THE RUBBER MARKET

Singapore Prices

H. B. JOSEPH & CO.
Messrs. H. B. Joseph and Co., received the following Straits currency quotations from Singapore for Raw Rubber.
Spot 19 up 1/2
April/June 19 1/2 up 1/2
July/Sept. 20 1/2 up 1/2
Oct./Dec. 22 up 1/2
Market—Firm.
Selling price, 1/4 cent higher on all positions.

BENJAMIN AND POTTS.

Messrs. Benjamin and Potts have received the following Straits currency quotations (buyers) from Singapore yesterday for raw rubber—
Spot 19 cts.
May/June 19 1/2 cts.
July/Sept. 20 1/2 cts.
Oct./Dec. 21 1/2 cts.
Market—Quiet.

WORLD TO BENEFIT

New Drug to be Used in Ceylon

Malaria-Epidemic

(Special Air Mail Service)

London, March 15.

A new era in the treatment of malaria is probably being ushered in by the decision of the Ceylon State Council to apply the use of the new drug, atabrin-musonal, to victims of the epidemic.

Atabrin-musonal, which is the old drug atabrin in an easily soluble form, has been used with success in the treatment of malaria, and a large scale test was recently recommended by the Ceylon medical department.

During the next few months Ceylon will buy all the makers can produce, probably spending as much as Rs 450,000 (£35,750).

GOLD SURVEY

Carried Out From The Air

(Special Air Mail Service)

London, March 15.

Papua, in the south of New Guinea, is mainly a wild territory, largely unexplored. Surface travel with native porters is slow and difficult, and the aeroplane is recognised as the ideal means of transport. Natural landing-grounds are few, and aerodromes are not easily made. Wherever possible it is desirable to use float-planes, with sheltered bays as their homes.

A large concession of some 35,000 square miles in Papua is shortly to be surveyed for gold deposits, and the company concerned has secured a Ceylon monoplane built by the Short firm of Rochester to carry out the survey. This little aeroplane is driven by two Pobjoy air-cooled engines of 90 h.p. each, and it will carry a pilot and five passengers at a cruising speed of about 100 m.p.h. when fitted with floats. As it is a high-wing monoplane the view from the cabin windows is unobstructed by the planes. In Papua it will fly as a seaplane, and will operate from bases on the Fly River, though a wheeled undercarriage is also being sent out in case there should be occasion to convert it into a land-plane.

In other parts of New Guinea the goldminers owe a great deal to air transport, as a journey from the coast to one mine takes a fortnight by land and less than an hour by air. Even heavy mining machinery has been sent to the spot in weight-carrying aeroplanes.

NO DEALINGS IN "OILS"

Shock For Share Market

(Special Air Mail Service)

London, March 15.

A surprise for oil share investors came when the jobbers on the Stock Exchange ceased all dealings in the shares of the Mexican Eagle oil companies.

Together these concerns have capital equivalent to £14,000,000. The suspension of transactions is to run until after a meeting of shareholders in London.

This meeting has been called because of a grave decision of the Mexican Supreme Court, affecting the Mexican Company.

Litigation is in progress in Mexico on a claim of £2,000,000 against the Mexican Eagle Co. Security for this amount has been placed by the company with the Midland Bank to the credit of the Bank of Mexico. The Supreme

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Good for one month—Final return limit October 31st.

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AMERICAN MAIL LINE

PENANG BUILDING—HONG KONG.

CANTON BRANCH—4, STAKES ROAD.

CONSIGNEE NOTICES.

SERVICE CONTRACTUELS
DES MESSAGERIES
MARITIMES.

CONSIGNEE NOTICE

S.S. "REKIANG"

BRINGING CARGO FROM LONDON, ANTWERP & ROTTERDAM

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasures and Valuables are being landed & stored into the godowns of the Hong Kong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before the 10th April, 1935, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Thursday, 4th April, 1935.

Consignees must have a Revenue Officer in attendance when any damaged dutiable goods are examined by the Company's Surveyors.

No claims will be admitted after the goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

B. OHL, Agent.
Hong Kong, 29th March, 1935. [3391]

AIR SERVICE

To The Far East

(Special Air Mail Service)

London, March 15.

The naval authorities in Tokyo yesterday made known informally through the vernacular Press their objections to the construction of landing places for aircraft on the Pacific Islands of Guam, Wake, and Midway, permission for which has been granted by Mr. Swanson, United States Secretary of the Navy, to Pan-American Airways.

It is pointed out that the distinction between commercial and naval or military air ports is not clear. The landing places in question could be converted into naval air bases, which would be a potential danger to Japan because of their proximity to the mandated islands. It is maintained that the extension of American air routes so far into the West Pacific where American commercial interests are slight, creates a problem requiring serious study.

Pan-American Airways will in April begin constructing on islands in the Pacific, airway operating bases for an experimental transport system to the Far East. The airway will probably be connected with the company's services in China.

Court holds that the money is not security while in a foreign bank.

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE M.V. "CORDILLERA"

having arrived, from New York and Ports of call, Consignees of Cargo are hereby notified that their Goods are being loaded and placed at their risk into the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to Vessel's arrival, but carried on from port to port, the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the Saturday, 6th April, 1935, will be subject to Bent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 5th April, 1935, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All Claims must reach us before the Tuesday, 30th April, 1935, or they will not be recognised.

No insurance will be effected. Bills of Lading will be countersigned by JEBSEN & CO., Agents.

Hong Kong, 30th March, 1935. [3384]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "PATROCLER"

FROM SINGAPORE

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 28th March here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.00 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th April, 1935, will be subject to Bent.

No insurance will be effected. Bills of Lading will be countersigned by J

CHINA NAVIGATION COMPANY, LIMITED

HONGKONG & SHANGHAI	"KAYING"	On 2nd Apr. 3 p.m.
SWATOW, FOCHOW, NINGPO, WENHAI, CHEFOO & TIENTSIN	"YINGHONG"	On 2nd Apr. 4 p.m.
FOCHOW, SHANGHAI	"TEAN"	On 2nd Apr. 5 p.m.
SWATOW, SHANGHAI & NINGPO	"SOOCHOW"	On 3rd Apr. Noon
AMOI & SHANGHAI	"TAIWAN"	On 3rd Apr. 5 p.m.
SWATOW, AMOI & SHANGHAI	"KINGYUAN"	On 4th Apr. Noon
HONGKONG, PAKHOI & HUPHONG	"SHANTUNG"	On 4th Apr. 3 p.m.
SWATOW, SHANGHAI & NINGPO	"KALGAN"	On 7th Apr. Noon
SWATOW & BANGKOK	"HUPEH"	On 7th Apr. 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 7th Apr. 5 p.m.
SWATOW, FOCHOW, WENHAI, CHEFOO & TIENTSIN	"HUNAN"	On 9th Apr. Noon
SWATOW, SHANGHAI & NINGPO	"SINKIANG"	On 10th Apr. Noon
AMOI & SHANGHAI	"TSINAN"	On 10th Apr. 5 p.m.
HONGKONG & SHANGHAI	"KINGYUAN"	On 11th Apr. 4 p.m.
SWATOW, AMOI & SHANGHAI	"FOCHOW"	On 12th Apr. Noon
HONGKONG, PAKHOI & HUPHONG	"KINGYUAN"	On 12th Apr. 4 p.m.
SWATOW, SHANGHAI & NINGPO	"SUNNING"	On 14th Apr. Noon
SWATOW & BANGKOK	"KIANGSU"	On 14th Apr. 3 p.m.
FOCHOW, SHANGHAI	"STEAMER"	On 14th Apr. 5 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
CABLES AND PASSENGER OILS BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A-O LINE

To AUSTRIA, Calling at Manila, Thursday 14, Cairns, Townsville, Brisbane, Sydney and Melbourne.
BRITISH STEAMERS: CHANGTIE & TAIPING (OIL BURNERS)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED.
Enjoy Your Last in Australia and New Zealand. Hong Kong to Sydney—19 Days.
FIRST CLASS FARE TO SYDNEY \$76 RETURN
LONDON (via Australia) from \$127-15-0.

STEAMERS	Days from Hong Kong	Days from Hong Kong	Days from Hong Kong	Days from Hong Kong
CHANGTIE	9 April	16 April	19 April	5 May
TAIPING	9 May	17 May	20 May	6 June
CHANGTIE	7 June	13 June	21 June	7 July
TAIPING	8 July	19 July	22 July	7 Aug.

AUSTRALIAN-ORIENTAL LINE, LIMITED
Sailings subject to alteration without notice.
For Freight or Passage, apply to: BUTTERFIELD & SWIRE, Agents.
Telephone 30333. HONG KONG, CHINA & JAPAN.



MAERSK LINE

Fast regular FREIGHT and PASSENGER SERVICE

Shanghai, and Japan to

LOS ANGELES, PANAMA, NEW YORK, BOSTON, PHILADELPHIA & BALTIMORE.

If sufficient inducement offers also other ports of call.

Arrivals from U.S.A.	Sailings to U.S.A.
2nd April ... M.V. "NORA MAERSK"	27th April
10th May ... M.V. "PETER MAERSK"	1st June

(All dates are subject to alteration without notice.)

EXCELLENT ACCOMMODATION FOR PASSENGERS AT MODERATE RATES.

For Freight and Passage please apply to:

JEBSEN & CO.

Canton, Shanghai, B.C. Agents. Hong Kong, Pedder Building
Tel. 10916. Tel. 28363.

PRINCE LINE—SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

TO HALIFAX (NOVA SCOTIA CANADA), BOSTON

AND NEW YORK

CALLING AT NAPLES

M.V. "JAVANESE PRINCE"	May 15th, 1935
M.V. "SILVEROY PRESS"	May 26th, 1935

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to:

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building.

Telephone: 53165.

Telegram: Furprince.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOCHOW & RETURN TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "HAINING"	on TUESDAY, 2nd APR. 4 P.M.
S.S. "HAICHING"	on FRIDAY, 5th APR. 3 P.M.
S.S. "HAIYANG"	on TUESDAY, 9th APR. 3 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "SEISTAN" on WEDNESDAY, 3rd APRIL.

Arrivals and Departures from the Company's Wharf (Near Blake Pier) ROUND TRIP TICKETS will be issued from HONGKONG to FOCHOW (Parade Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamer is at Coast Ports (Time for Round Voyage 8 Days).

For Freight and Passage apply to:

DOUGLAS LARBAK & CO., LTD.

Tel. 40257 and 28035. General Managers. P. & O. Reikling.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Haining, Douglas, April 2.	Taiwan, B. & S., April 3.
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West Rail W.

Hunan, B. & S., April 9.

EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA

Haining, Douglas, April 2.	Taiwan, B. & S., April 3.
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Kamo Maru, N.Y.K., April 9.	Pres. Harrison, Dollar's, April 9.
Pres. Jackson, Dollar's, April 9.	Pres. Cleveland, Dollar's, April 9.
Tjibadaka, J.C.J. Line, April 30.	Melbourne.

Nankin, E. & A. S.S. Co., April 2.	Change, B. & S., April 16.
Kamo Maru, N.Y.K., April 27.	Melbourne.
Kingman, B. & S., April 5.	Kingman, B. & S., April 12.
Nankin, E. & A. S.S. Co., April 2.	Frederick, Melchers, April 29.
Frederick, Melchers, April 29.	Frederick, Melchers, April 29.
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Nankin, E. & A. S.S. Co., April 2.	Change, B. & S., April 16.
Kamo Maru, N.Y.K., April 27.	Melbourne.
Kingman, B. & S., April 5.	Kingman, B. & S., April 12.
Nankin, E. & A. S.S. Co., April 2.	Frederick, Melchers, April 29.
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EMPRESS OF ASIA

sails for
VICTORIA and VANCOUVER

via
SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA and HONOLULU

12.00 NOON
FRIDAY, APRIL 5th

Steamers	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Victoria	Vancouver
Empr. of Canada	Apr. 19	Apr. 21	Apr. 24	Apr. 26	May 3	May 8	May 10	May 12
Empr. of Russia	May 3	May 5	May 7	May 9	May 11	May 13	May 15	May 17
Empr. of Japan	May 17	May 19	May 21	May 23	May 25	May 27	May 29	May 31
Empr. of Asia	May 31	June 2	June 4	June 6	June 8	June 10	June 12	June 14
Empr. of Canada	June 14	June 16	June 18	June 20	June 22	June 24	June 26	June 28
Empr. of Russia	June 28	June 30	July 2	July 4	July 6	July 8	July 10	July 12
Empr. of Japan	July 12	July 14	July 16	July 18	July 20	July 22	July 24	July 26

TO MANILA

EMPRESS OF CANADA ... April 12th.
EMPRESS OF RUSSIA ... April 25th.

For further information please apply to:

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TATSUTA MARU ... Wednesday, 17th April, at 10 a.m.
ASAMA MARU ... Wednesday, 24th April, at 10 a.m.
TAIYO MARU ... Friday, 26th May

SEATTLE & VANCOUVER.
BRIAN MARU ... (Starts from Kobe) Monday, 29th April
HIKAWA MARU ... (Starts from Kobe) Monday, 30th May

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
KATORI MARU ... Saturday, 13th Apr.
KASHIMA MARU ... Saturday, 27th Apr.
YASUKUNI MARU ... Friday, 10th May

SYDNEY & MELBOURNE via Manila and Ports.
KAMO MARU ... Saturday, 27th April
KITANO MARU ... Saturday, 28th May

BOMBAY via Singapore, Penang and Colombo.
TANGO MARU ... Thursday, 11th Apr.
MAYEASHI MARU (Calla Karachi) Sunday, 28th Apr.
LISBON MARU (Calla Karachi) Monday, 5th May

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
HEIYO MARU ... Monday, 8th April

NEW YORK via Panama.
NOSHIO MARU ... Sunday, 7th Apr.
KORO MARU ... Tuesday, 9th Apr.
NABUTO MARU ... Thursday, 9th May

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.
Genoa and Valencia.
LIMA MARU ... Saturday, 13th Apr.

CALCUTTA via Singapore, Penang and Rangoon.
TORA MARU ... Sunday, 7th Apr.
BENGAL MARU ... Monday, 15th Apr.
TOTTORI MARU ... Monday, 29th Apr.

SHANGHAI, KOBE & YOKOHAMA.
HAKONE MARU ... Friday, 12th Apr.
KITANO MARU (Nagasaki direct) Friday, 19th Apr.
SUWA MARU ... Saturday, 27th Apr.

† Cargo only.



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To SHANGHAI - KOBE.	To MARSEILLES via Saigon, Singapore, Colombo, D'ibout (Aden), Suez, Port-Said.
FELIX ROUSSEL ... 5th April	ANDRE LEBON ... 9th Apr.
PORTHOS ... 31st April	FELIX ROUSSEL ... 23rd Apr.
CHERONCEAUX ... 4th May	PORTHOS ... 7th May
UARTAGNAN ... 18th May	CHERONCEAUX ... 21st May
ATHOS II ... 1st June	UARTAGNAN ... 4th June
ARABIS ... 14th June	ATHOS II ... 18th June

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:-

Cir. Des MESSAGERIES MARITIMES,
3 Queen's Building, 12

Shipping News

Daily Statement. Clearances.
Ships In Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 4,970 TONS;
THROUGH CARGO
10,100 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

British	Cargo for Through H.K. Ports.
Hal Ning, Swatow 425	
Hydrangea, Swatow 400	
Nankin, Moji 288	2,980
Glenbeg, Shanghai —	4,000
Anhui, Singapore 1,000	300
	2,113 — 7,280
Dutch	
Tjalsdane, Amoy 163	288
	163 — 288
Norwegian	
Swatow 277	1,282
Havdrot, Bangkok 1,850	
	2,127 — 1,282
Japanese	
Tangshan Maru, Canton —	370
	370
Chinese	
Eng Lee, Canton —	400
Hal Heng, Swatow 420	550
	420 — 950
Total	4,823 10,150

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Hal Ning (Br.), Swatow	429
Hydrangea (Br.), Swatow	173
Anhui (Br.), Singapore	595
Tjalsdane (Dut.), Amoy	571
Daviken (Nor.), Swatow	98
Havdrot (Nor.), Bangkok	11
Total	1,877

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:-

	Arr.	Dep.
British	5	7
Dutch	1	0
Norwegian	2	2
German	0	2
Japanese	1	1
Chinese	2	3
Total	11	15

SHIPS IN HARBOUR

WHARVES
Kowloon:—Nankin, Mitsunine Maru.
China Merchants:—Hal Cheng.
Jardine Matheson's:—Daviken.
Douglas LaPrak:—Hal Ning.

CLEARANCES.

1ST APRIL
Yin, Chow, for Canton
Stanley, for Swatow
Hydrangea, for Swatow
Saale, for Singapore
Tangshan Maru, for Shanghai
Anhui, for Swatow
Peter Kerr, for Manila
Glenbeg, for Singapore
Daviken, for Canton
Ibukusan Maru, for Singapore
Hal Heng, for Canton
Wong Shek Kung, for Saigon
Tai Yuan, for Canton
Forthbank, for Shanghai
Yung Chi, for Bangkok

SHIPPING MOVEMENTS

The P. & O. s.s. "Ranchi" left Singapore for this port on the 30th ultimo at 4 p.m. with the outward English Mails, and is due here on the 3rd instant at about noon.
The s.s. "Nellore" left Manila for this port yesterday with the outward Mails, and is due here on the 3rd instant.
The R.M.S. "Empress of Britain" on her round the world cruise arrived at Chinwangtao on Sunday leaves that port on Friday, is due at Beppu on Monday and leaves for Kobe the following morning.

DOCKS

Salkong:—Wing Wo.
Chiu On:—Hydrangea.
Kowloon:—Soina.
Talkoo:—H.M.S. Otus, King Lee, Liangchow, Nanning, Lyeemoo, Peter Kerr and Silver Sandal.

BUOYS

No. A1—Corneville.
No. A2—Tjalsdane.
No. A3—Bontekoe.
No. A4—Yoserie.
No. A7—Glenbeg.
No. B1—Soochow.
No. B2—Sandviken.
No. B3—Kwangchow.
No. B4—Hiram.
No. B5—Wong Shek Kung.
No. B6—Yung Chi.
No. B7—Havdrot.
No. B8—Hang Jang.
No. B9—Kaisan.
No. B10—Hellas.
No. B11—Kamona.
No. B12—Michael Jensen.
No. B14—Tai Yuan.
No. B15—Kaying.
No. B16—Eumeralla.
No. B17—Fridrun.
No. B18—Tangshan Maru.
No. B19—Katie Moller.
No. B20—Anhui.
No. B24—Toa Maru.
No. B25—Yendai Maru.
No. C1—Mallin.
No. C2—Eng Lee.



BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF BIRMINGHAM" ... Havre, London, Rotterdam, Hamburg & Hull. 18th April.

S.S. "CITY OF BRISTOL" ... Havre, London, Rotterdam & Hamburg. 9th May.

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

S.S. "TINOW" ... Loading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Town. 20th April.

EAST & SOUTH AFRICA ... from Calcutta 4th Apr. from Colombo 10th Apr.

M.V. "ISIPINGO" ... from Calcutta 4th May; from Colombo 10th May.

M.V. "INCHANGA" ... from Calcutta 4th June; from Colombo 10th June.

M.V. "INCOMATI" ... from Calcutta 4th June; from Colombo 10th June.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

KLAVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "COBNEVILLE" ... 1st April.

Leaving through Ha/Lading to GUAY & ASTORIA Coast with transshipment at Los Angeles by first opportunity.

All SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

For Freight or Passage on any of the above lines apply:-

Telephone: 27791.

THE BANK LINE (CHINA), LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENS, LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETO.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"CATHAY"	12,400	6th April	Marseilles and London.
"REHAB"	6,100	15th April	Bombay, Mar. Havre, L'don.
"NIRZAPORE"	7,000	18th April	H'g. B'm., A'warp. & Hal
"CORFU"	10,000	20th April	Straits, Colombo & Bombay.
"SOUDAN"	7,000	27th April	Marseilles and London.
"RANCHI"	17,000	4th May	Mar. Havre, London.
"NALLERA"	18,000	15th May	H'g. B'm., A'warp. & Hal
"BURDWAN"	6,000	25th May	Bombay, Marseilles and London.
"RANPURA"	17,000	1st June	Mar. Havre, L'don, H'g.
"RAJPUTANA"	17,000	15th June	R'dm., A'warp. & Hall
"SOMALI"	7,000	22nd June	Bombay, Marseilles and London.
"MANTUA"	11,000	29th June	Bombay, Marseilles and London.
"CARTHAGE"	4,500	13th July	Bombay, Marseilles and London.
"BANGALORE"	6,000	20th July	H'g. B'm., A'warp. & Hall
"RAWALPINDI"	17,000	27th July	Bombay, Marseilles and London.
"KIRAN-LI-HIP"	11,000	10th Aug.	Bombay, Marseilles and London.
"BHUTAN"	6,000	17th Aug.	Bombay, Mar., Havre, L'don.
"RANCHI"	17,000	24th Aug.	H'g. B'm., A'warp. & Hal

* Cargo only. † Calls Cebu, Manila.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	13th Apr.	Singapore, Penang & Calcutta
"SIRDHANA"	8,000	28th Apr.	
"TARADA"	7,000	10th May	
"TILAWA"	10,000	14th May	
"SANTHA"	8,000	7th June	

† Calls Port Swettenham. * Calls Hongkong.
B.L.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	2nd Apr. 4 p.m.	Manila, Rabaul, Esb.-e.
"NELLOR"	7,000	3rd May	Sydney, Melbourne & Hobart
"TANDA"	7,000	1st June	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Sailing, Fishing, Shooting, Climates to Suit all. Your English Money is worth 25% more).
No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra carried—Laundry—Surgeon—Stewardess.
E. & A. Cuisine and Service are unsurpassed.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"NELLOR"	7,000	2nd Apr.	Shanghai, Kobe, Osaka & Yama
"RANCHI"	17,000	4th Apr.	Shanghai, Kobe & Yokohama
"SIRDHANA"	8,000	4th Apr.	Amoy, Shanghai, Kobe & Osaka
"BURDWAN"	6,000	17th Apr.	Shanghai, Kobe & Yokohama
"TARADA"	7,000	18th Apr.	Amoy, Shanghai, Kobe & Osaka
"NALLERA"	18,000	18th Apr.	Shanghai, Kobe & Yokohama
"RANPURA"	17,000	2nd May	Amoy, Shanghai, Kobe & Osaka
"TILAWA"	10,000	2nd May	Shanghai, Kobe & Yokohama
"TANDA"	7,000	4th May	Shanghai, Kobe & Yokohama
"SOMALI"	7,000	14th May	Amoy, Shanghai, Kobe & Osaka
"RAJPUTANA"	17,000	18th May	Shanghai, Kobe & Yokohama
"SANTHA"	8,000	18th May	Amoy, Shanghai, Kobe & Osaka
"MANTUA"	11,000	20th May	Shanghai, Kobe & Yokohama
"TARADA"	7,000	20th May	Amoy, Shanghai, Kobe & Osaka
"BANGALORE"	6,000	20th May	Shanghai, Kobe & Yokohama
"CARTHAGE"	4,500	11th June	Amoy, Shanghai, Kobe & Osaka
"SIRDHANA"	8,000	12th June	Shanghai, Kobe & Yokohama
"RAWALPINDI"	17,000	12th June	Amoy, Shanghai, Kobe & Osaka
"TARADA"	7,000	27th June	Shanghai, Kobe & Yokohama
"NELLOR"	7,000	4th July	Amoy, Shanghai, Kobe & Osaka
"BHUTAN"	6,000	10th July	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Punka Louvre Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 50 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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MACKINNON, MACKENZIE & CO.
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SWEDISH EAST ASIATIC

SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good passenger accommodation).

HOME WARDS
To PORT SAID, MARSEILLES, ALGIER, ORAN, ROTTERDAM (AMSTERDAM), HAMBURG, ORO, GOTHENBURG AND OTHER SCANDINAVIAN PORTS.

via MANILA and STRAITS SETTLEMENTS.
M.V. "CANTON" ... 2nd April
M.V. "SHANTUNG" ... 2nd May

OUTWARDS
To SHANGHAI and JAPAN.
M.V. "HANKING" ... 2nd April
M.V. "TAMARA" ... 2nd May

Passenger Rates (Hong Kong to Shanghai) ...
Fares ...
Fares ...

Agents: GILMAN & CO. LTD. ...
HONG KONG ...

